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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET.

TWO Large, Dry, and Spacious GODOWNS, PRAYA EAST.
Apply to
N. MODY & CO.
Hongkong, 10th May, 1892. [1065

AL FRESCO FETE.

AN AL FRESCO FETE will take place on THURSDAY next, the 12th inst., at 9 P.M. at the COMPOUND of the ROMAN CATHOLIC CATHEDRAL in AID of the POOR under the charge of the SOCIETY OF ST. VINCENT DE PAUL. Tickets of Admission at $1 each, which will include admittance to the Theatrical Performance and Panorama, will be Sold at the Gate on the Night of the Fête.
Hongkong, 10th May, 1892. [1066

SOCIETÉ FRANCAISE DES HOUILLÈRES DE TONKIN.

THE ORDINARY ANNUAL GENERAL MEETING of the SHAREHOLDERS will take place at HAIPHONG, RUE DE LA DOUANE (Former Head Office of the Société) at 5 P.M., on MONDAY, 31st MAY, 1892, for the purpose of

1.—Receiving the Reports of the Directors,
2.—Receiving the Report of the Auditor,
3.—Passing the Accounts,
4.—Electing Directors and the Auditor,
5.—Renewing the permission given to some Directors to do business with the Société,
6.—Confirming the Sale of some property of the Société to the Banque de l'Indo-Chine.

Shareholders wishing to be represented are requested to deposit their Shares with Messrs. ULYSSE PILA & CO. DE HAIPHONG, or the Undersigned.

By Order,
ARNHOLD, KARBERG & CO.,
Agents.
Hongkong, 10th May, 1892. [1068

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
(on account and risk of the concerned),
TO-DAY
(TUESDAY), the 10th MAY, 1892,
at NOON,
about 1,142 tons HONGAY COAL,
arrived per Barque *Penshaw* and to be Sold on Board. Some of the Coal is more or less damaged by sea water and part of the Cargo was landed and re-shipped in Saigon.

TERMS—Cash before delivery.

Prompt delivery to be taken as fast as the Vessel can discharge.

A Steam Launch will leave Pedder's Wharf at 11.45 A.M. to convey intending Purchasers.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th May, 1892. [1067

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"BOMBAY,"
Captain S. Bason, will leave for the above Place TO-MORROW, the 11th instant, at 4 P.M.
H. H. JOSEPH,
Superintendent.
Hongkong, 9th May, 1892. [1063

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

THE Steamship
"SUNGKIANG,"
Captain Dodd, will be despatched TO-MORROW, the 11th inst., at 5 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th May, 1892. [1064

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship
"CHANGSHA."
J. E. Williams, Commander, will be despatched as above on THURSDAY, the 12th instant, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 10th May, 1892. [999

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship
"KUTSANG."
Captain W. H. Jackson, will be despatched as above on SATURDAY, the 14th inst., at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th May, 1892 [1062

STEAM TO STRAITS AND BOMBAY.
Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
Captain C. H. S. Tocque, R.N.R., will leave for the above Places on WEDNESDAY, the 18th inst., at NOON.
H. H. JOSEPH,
Superintendent.
Hongkong, 10th May, 1892. [1069

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship
"KUTSANG"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 11th inst. at NOON will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th May, 1892. [1061

WANTED.

AN ENGLISH NURSE accustomed to look after Children.
Apply
Z.,
Care of this Paper
Hongkong, 6th May, 1892. [1043

INTIMATIONS

JAPANESE CURIOS,
AT CHEAP PRICES,
for ONE WEEK ONLY from MONDAY, the 9th inst.
HEANKUMI,
8, D'Aguilar Street.
Hongkong, 9th May, 1892. [1039

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills Drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the CHIEF PAYMASTER, Army Pay Department, until 11 A.M. on TUESDAY, the 10th instant.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in Sealed Covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed, "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

J. TRENCH TURNER, Major,
for Colonel,
Chief Paymaster, China.
Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 7th May, 1892. [1055

SPECIAL NOTICE.

TERMINATION OF LEASE.

IN consequence of the Lease of our Premises terminating at the end of JUNE, we shall until that time offer the
WHOLE OF OUR STOCK
at a
GREAT REDUCTION,
so much so that it will be greatly to the advantage of all intending Purchasers to visit our Store before buying elsewhere.
HONGKONG TRADING CO.,
20, Queen's Road.
Hongkong, 6th May, 1892. [1014

THE RAUB AUSTRALIAN SYNDICATE, LIMITED.

IT is hereby notified that Resolutions have been passed by the Board of Directors at HEAD OFFICE, BRISBANE, and by the Local Board of Directors in SINGAPORE, that SHARES in respect of which Calls already made are not paid at the COMPANY'S REGISTERED OFFICE, 128, QUEEN STREET, BRISBANE, or at the COMPANY'S BRANCH OFFICE, 3A, RAFFLES PLACE, SINGAPORE, on or before the 31st day of MAY, 1892, will be liable to be FORFEITED.

By Order,
G. A. DERRICK,
Local Secretary.
Singapore, 2nd May, 1892. [1060

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the year 1891 has This Day been Declared. Warrants may be had on application at the above Office on and after the 5th proximo.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 26th April, 1892. [979

G. GIRAULT,
8, Queen's Road.

WINES. WINES

SHERRIES.

	per doz.	per bot.
DELICIOSO—Pale dry	$ 6.00	$0.60
VINO DE PASTO—an Old Matured Wine	8.00	0.75
MANZANILLA—Very Delicate	10.00	0.90
OLOROSO—rather a full bodied Wine	12.00	1.10
AMONTILLADO—Very Superior	14.00	1.25

PORTS.

RICH FRUITY, with much Character, Yellow Seal	8.00	0.75
A FINE WINE, rather Delicate, Green Seal	10.00	0.90
A DELICATE, TAWNY WINE, Black Seal	12.00	1.10
A LIGHT, TAWNY, DRY WINE, Blue Seal	14.00	1.25

MARSALA.

A SUPERIOR WINE	8.00	0.75
JEREZ DE LA FRONTERA	15.00	1.50

LIQUEURS.

BENEDICTINE, CHARTREUSE Yellow and Green, PEPPERMINT Green and White, CURACAO, MARASQUINO from Zara, and assorted CREME.

Apply to
G. GIRAULT,
8, Queen's Road.
Hongkong, 21st April, 1892. [a2139

E. KRESSMANN, BORDEAUX.

THE Undersigned hold stock of this Firm's well-known brands of
CLARETS:

	per case of 12 qts.	per case of 24 pts.
Medoc	$ 5.50	$ 6.50
St. Julien	$ 6.25	$ 7.25
Margaux Medoc	$ 8.50	$ —
Château Lafon Rochet St. Estèphe 1883	$12.25	$13.25
Moulis Brillette, Medoc 1880	$13.00	$ —
Château Lamorère Moulis 1878	$15.25	$ —
Château Latour, Second vin 1880 mis en bouteilles au Château	$19.00	$ —
Château Léoville Barton 1880	$22.00	$ —
Château La-Lagune 1875	$26.50	$ —
Château Calon Ségur, St. Estèphe 1875	$28.00	$ —

SIEMSSEN & CO.
Hongkong, 13th February, 1892. [699

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a bituminous coal of dark reddish colour. For steam purposes, it has been pronounced to be
THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THIS COAL.

ATTENTION is called to the following ADVANTAGES to Ships' Owners and Captains who Coal their Bunkers direct from the undersigned:—

Freshness of the coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHA,
Sole Agents.
Hongkong, 6th April, 1892. [2457 23]

INTIMATIONS

NOTICE.

THE Undersigned have been appointed Sole Agents for Hongkong and China for the KINNEY BROS. New York branch of the AMERICAN TOBACCO (TRUST) COMPANY'S well-known brands of "SWEET CAPORAL," "STRAIGHT C E," "FULL DRESS," &c., &c., CIGARETTES and TOBACCOS.

ARNHOLD, KARBERG & Co.
Hongkong, 18th July, 1891. [1715

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS £25,315,080
New Business for 1891 exceeds £30,000,000
Heavy Reduction in Rates.
New Plan Life Policies on European Lives in China.

BIRLEY, DALRYMPLE & Co., } Agents in
ARNHOLD, KARBERG & Co., } Hongkong.
Hongkong, 24th March, 1892. [a262

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED
FIRST DELIVERIES OF
NEW ART MUSLINS from 15 cents a yard
NEW MADRAS MUSLINS,
NEW SUMMER CURTAINS,
NEW SUMMER CRETONNES.
NOTTINGHAM LACE CURTAINS.
ONE THOUSAND PAIRS
from $2.00 per Pair.
ALL LAST YEAR'S PATTERNS GREATLY REDUCED.
An entirely New Stock of DRAPERY and HOUSEHOLD LINENS.
GUIPIURE TIFFIN and TEA CLOTHS, &c., &c., &c.
LANE, CRAWFORD & CO.
Hongkong, 25th April, 1892. [a2

—BRANDIES—

ESTD. 1864.

JULES COADON CHAMPAGNE BRANDY.
SPECIALLY SELECTED C. M. & CO. "ONE STAR."
SPECIALLY SELECTED C. M. & CO. "TWO STAR."
SPECIALLY SELECTED C. M. & CO. "THREE STAR."
HENNESSY'S "THREE STAR."
EXSHAW'S FINEST.
Very Old LIQUEUR BRANDIES.

Sole Agents in Hongkong and China for
ROUYER, GUILLET & CIE. & MARIE BRIZARD & ROGER,
CALDBECK, MACGREGOR & CO.,
13, Queen's Road.
25a]

MOUTRIE, ROBINSON & CO.

PIANOS,
ORGANS,
HARMONIUMS,
BABY ORGANS.
VIOLINS,
BANJOS,
GUITARS,
MANDOLINES.
BRASS INSTRUMENTS,
CLARIONETTES,
OBOES,
TRUMPETS,
BUGLES.
INSTRUMENTS OF EVERY KIND.
SHEET MUSIC and FOLIOS of every description.
MOUTRIE, ROBINSON & CO.,
(Under Hongkong Hotel),
Hongkong.
Hongkong, 19th March, 1892. [a24

W. BREWER

Has just received
Phillips' Metallurgy.
Ross's The Blowpipe.
Watt's Electro Deposition.
Building Construction, 4 Vols.
Cyclopædia of Card and Table Games.
Bookkeeping by Van de Linde.
Tolstoi's Extraordinary Book, "Vicious Pleasures," sequel to Kreutzer Sonata.
Hutton's Steam Boiler Construction.
Statesman's Year Book.
Murray's Guide to India and Ceylon.
Very Elegant Vienna Fans, and also
Cheap European Fans.
Gent.'s Brown Russia Boots and Shoes.
WALTER W. BREWER,
19] UNDER HONGKONG HOTEL.

W. POWELL & CO.

EX S.S. "GLENSHIEL" AND "SURAT."
BRASS and IRON BEDSTEADS and COTS,
TRAVELLING TRUNKS, GLADSTONE BAGS, SOILED LINEN BAGS, HOLDALLS, &c., &c.
FILTERS, CROCKERY, and GLASS WARE.
W. POWELL & Co.
Hongkong, 25th April, 1892. [a22

KELLY & WALSH, LIMITED.

China Coast Tales, by "Lisa Boehm." The aim of these Tales is to Illustrate Life at the Coast Ports, and the Sketches are founded on fact.
History of David Grieve, by Mrs. Humphrey Ward.
Statesman's Year Book, 1892.
Imperial Defence, by Sir Chas. Dilke.
De Hanoi à Pekin—Notes sur la Chine par Lt. Colonel Bouinais.
The Duchess of Pouysland, by Grant Allen.
Polipher's Wife, by Sir Edwin Arnold.
Japonica, by Sir Edwin Arnold.
Seas and Lands, by Sir Edwin Arnold.
The Light of Asia, by Sir Edwin Arnold.
Light of the World, by Sir Edwin Arnold.
Murray's Hand Book for India and Ceylon.
Murray's Hand Book for Japan.
Grammar of Science, by Karl Pearson.
Justice—New Book by Herbert Spencer.
The Real Japan, by Henry Norman.
Giles' English and Chinese Dictionary.
Hung Lou Meng, or the Dream of the Red Chamber, translated, by H. B. Joly.
The Philippine Islands, by John Foreman.
Things Chinese, by J. Dyer Ball.
The Rats' Plaint, a Chinese Fairy Tale translated by Mrs. Archibald Little and Illustrated in Native Style.
Chinese Characteristics, by A. H. Smith.
China, New and Old, by Archdeacon Moule.
KELLY & WALSH, LD., HONGKONG.
18

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & Co.,
Hongkong.

THE "MO" STEAMSHIP LINE.

HONGKONG-MACAO LINE.

TIME TABLE (REVISED).

THE Company's Screw Steamship
"KWONG MO,"
Capt. CHRISTIAN, will run to and from MACAO as under:—

	Leave Hongkong. West Point Wharf.	Arrive Macao.	Leave Macao.	Arrive Hongkong.
MONDAY	7.30 A.M.	NOON.	1.30 P.M.	5.30 P.M.
TUESDAY	"	"	"	"
WEDNESDAY	"	"	"	"
THURSDAY	"	"	"	"
FRIDAY	"	"	"	"
SATURDAY	"	"	"	"
SUNDAY *	"	"	"	"

* SPECIAL EXCURSION RATES will be charged for the Round Trip to Macao and back when sufficient inducement offers on SUNDAYS, and the time of departure from Macao will then be altered to suit pleasure parties.

FARES:—First Class, $1.50 each way; Second Class, 60 cents; Deck, 40 cents.

Meals and Liquors provided on board, for the convenience of Passengers, at strictly moderate rates.

Passage tickets may be had on board.

For Freight, Passage, or further particulars apply to
SUI KEE CHAN.
No. 53, Bonham Strand West.
Hongkong, 27th April, 1892. 928

BRANDIES especially recommended for their superior qualities—
CROIX DE MALTE
CROIX DE GENEVE
CROIX LA LEGION D'HONNEUR,
CROIX LA TOISON D'OR.
E. RICCO & CIE.
Hongkong, 29th February, 1892 [2766

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 12th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 6th May, 1892. [1046

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 9th May, 1892. [1056

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TO-DAY
(TUESDAY), the 10th MAY, 1892,
at 2.30 P.M.,
at his SALES ROOMS, QUEEN'S ROAD,
SUNDRY HOUSEHOLD FURNITURE, ETC.,
Comprising:—
SILK and WOOL TAPESTRY COVERED DRAWING ROOM SUITE.
CONSOLE GLASS, CHIMNEY GLASSES, GLASS BOOK CASE, and PICTURES.
SIDEBOARD with Bevelled Glass Back.
DINNER WAGGONS, VIENNA CHAIRS, DINNER, DESSERT, and TEA SERVICES, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS, IRON COT, DOUBLE and SINGLE WARDROBES with Bevelled Glass Doors, &c.
One COTTAGE PIANO, by M. F. Rachals & Co., London.
One CAROM BILLIARD TABLE, with Balls and Cues.
ALSO,
The STOCK-IN-TRADE of ACHEONG & CO. FURNITURE SHOP,
(Under Bill of Sale),
Comprising:—
MARBLE-TOP CENTRE and SIDE TABLES, CHAIRS, WARDROBES with Glass Doors, GLASS BOOK CASE, TOILET TABLES with Glasses, WASHSTANDS, SIDEBOARD with Glass Back, CHEFFONIER BUREAU with Glass, CARD TABLES, CHAMBER STANDS, and CHEST of DRAWERS.
CROCKERY, GLASS, and PLATED WARE.
IRON BEDSTEADS.
VASES and ORNAMENTS.
GLASS SHOW CASES, SHELVES, &c., &c., &c.
TERMS OF SALE—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 7th May, 1892. [1052

INTIMATIONS

DAKIN BROTHERS OF CHINA, LIMITED.

CHEMISTS
AND
AERATED WATER MANUFACTURERS.

DAKIN'S
LEMON
SQUASH,

THE FAVOURITE
HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. [a21

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 25th January, 1892 [125

AUCTION

IN THE COLONIAL COURT OF ADMIRALTY OF HONGKONG.

SUIT No. 3 of 1892.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, PLAINTIFFS,
AGAINST
THE S.S. "TORR NUTON."

THE Undersigned will (pursuant to a Commission for Sale issued herein) SELL by PUBLIC AUCTION, on THURSDAY, the 12th day of MAY, 1892, at 3 P.M., at the Supreme Court-House (unless previously sold by private treaty),
the Iron Screw Steamship
"TORR NUTON,"
gross tonnage 2,098, net register tonnage 1,583, as she now lies afloat in Hongkong Harbour, without Cargo, Coal, or Stores.

The Vessel was built by Messrs. Raylton & Dixon at Middlesborough in 1875, and classed 100 A1 at Lloyds.

Length 296 feet 3 inches, breadth 36 feet 1 inch, depth 25 feet 6 inches. Is fitted with one compound engine of 220 h.p. nominal. 600 h.p. effective, built by Messrs. Richardson & Sons in 1874, diameter of cylinders h.p. 35"; l.p. 73". Stroke of piston 36".

Two cylindrical multitubular iron boilers built by Richardson of Hartlepool in 1875. Working pressure 65. Retubed 1891.

The engines and boilers were put in thorough repair and passed survey in Hongkong in February, 1892.

She has a collision bulkhead and 5 water-tight compartments.

Total deadweight capacity, bunkers excluded, say rice or coal 2,500 tons.

Accommodation for 40 first class and 20 second class passengers.

Donkey boiler and winches new 1886. She is fitted with steam steering gear, and has electric wires throughout, also condenser for fresh water.

An inventory will be produced at the time of Sale.

F. A. HAZELAND,
Marshal.
Colonial Court of Admiralty of Hongkong.
6th May, 1892. [1042

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
FRIDAY, the 13th MAY, 1892,
at 2.30 P.M.,
at his SALES ROOMS, QUEEN'S ROAD,
an Assortment of
JAPANESE WARE,
Comprising:—
SATSUMA, KANGA, KIOTO, SHIPPO, and TOKYO VASES, JARS, BOWLS, PLATES, INCENSE BURNERS, TEA and COFFEE SETS.
BRONZES, LACQUERED and ENAMELLED WARE.
EMBROIDERIES, KAKIMONOS, and EMBROIDERED SCREENS.
IVORY INLAID PANELS & SCREENS.
KIMONOS, LADIES DRESS MATERIALS.
SILK for LADIES' DRESSES, OBEES, and SILK FANS,
&c., &c., &c.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th May, 1892. [1057

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE,
ETC., ETC., ETC.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 14th MAY, 1892,
commencing at 2.30 P.M.,
at Messrs. GIBB, LIVINGSTON & Co.'s Premises, Upper Floor,
ICE-HOUSE LANE,
the whole of the
HOUSEHOLD FURNITURE,
ETC., ETC., ETC.,
of
the Junior Messes of Messrs. GIBB, LIVINGSTON & Co., and HOLLIDAY, WISE & Co.,
Comprising:—
CRETONNE-COVERED DRAWING-ROOM SUITES, English-made WALNUT INLAID CHEFFONIER, MARBLE-TOP SIDE and CENTRE TABLES, FINE ENGRAVINGS, SPORTING PRINTS, PICTURES, WALL PLATES, VASES, ORNAMENTS, CANTON BLACKWOOD MARBLE-TOP SIDE and ROUND TABLES, WALL BRACKETS, FENDERS and IRONS, &c.
FINE OLD English-made SOLID MAHOGANY CARVED SIDEBOARD with Large Mirror, EXTENSION DINING TABLE, CHAIRS, GLASS and CROCKERY WARE, ELECTRO-PLATE and CUTLERY, and a quantity of SILVER, TEAK DINNER WAGGONS, SIDEBOARD, BOOK CASES, etc., etc.
A quantity of BOOKS.
BRASS BEDSTEADS with Spring Mattresses, SOLID CARVED TEAK WARDROBES, English-made WARDROBE, CHEST of DRAWERS, TAPESTRY-COVERED CHAIRS and COUCHES, MARBLE-TOP WASHING STANDS and GLASSES, TOILET SETS, CARPETS, RUGS, SHANGHAI BATHS,
&c., &c., &c.
Catalogues will be issued previous to Sale and the above will be on view on Friday next, P.M.
TERMS OF SALE.—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 9th May, 1892. [1058

INTIMATION

THE STANDARD

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE STANDARD has a long record of good services to refer to; its Funds, annually increasing, amount to £2,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co.,
1014-6a] Agents, Hongkong.

TAKARADZUKA NATURAL MINERAL WATER.

KING OF TABLE WATERS.

(CHARGED WITH NATURAL GAS).

"TAKARADZUKA."—This is a palatable and refreshing Table Water containing eight per cent. more Iron Carbonate than any Water from similar Spas known.

It is recommended by the leading Medical men throughout China, Hongkong, and Japan.

It makes a wholesome, invigorating, and Tonic Beverage either by itself or mixed with Claret, Gin, or Light Wines, invigorating in lassitude and debility so common throughout the East during the greater part of the year.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anæmia, and Urinary Disorders can be testified to by cases that have derived great benefit by its use from time to time.

TAKARADZUKA MEDICINAL WATER.

This is a natural Hygienic Water bottled at the Mineral Springs at TAKARADZUKA, Japan, and is recommended by the leading Medical men throughout China, Hongkong, and Japan as an excellent means of treating disease, caused by the relaxing and enervating climate of the East, such as Anæmia, Chlorosis, and allied disorders, due to impoverishment and deterioration of the blood; its curative properties in Gout, Rheumatism, Eczema, and Urinary Disorders has been tested from time to time and always with satisfactory results.

It will be found to be an excellent aperient. One-third of a bottle for a dose.

TAKARADZUKA MINERAL WATER per case of 50 pints ..... $5.50.
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Bottled at Takaradzuka, near Kobe, Japan.

Sole Proprietor—
J. CLIFFORD WILKINSON,
Hyogo, Japan.
Sole Agents for Hongkong—
CRUICKSHANK & CO., LTD.,
Victoria Dispensary.
Hongkong, 22nd April, 1892. [951

HOTELS.

TAKARADZUKA HOTEL.

NEAR KOBE, JAPAN.

First-Rate Accommodation, Lovely Scenery, and Cool Nights. Excellent Cuisine and Cellar.

The IRON BATHS and WATERS are recommended by the most eminent Medical Men for Rheumatism, Gout, Dyspepsia, Chlorosis, Eczema, Affections of the Urinary Organs and other allied Diseases.

Good Riding, Fishing.

Takaradzuka is one and a half hours from Kobe.

For terms and particulars apply to
MISS A. HUGHES,
Manageress.

The WATERS can be obtained in Bottle from Messrs. CRUICKSHANK & Co., LTD., Hongkong. 1029

PEAK HOTEL.

THIS Commodious and Well Appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their Hotel in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated, and Refurnished.

A New and Handsome BAR has been Opened on the Basement, while a New BAR and BILLIARD ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."
DORABJEE & HING KEE,
Lessees
Hongkong, 7th May, 1892. [958

THE MOUNT AUSTIN HOTEL.
1,400 feet above sea level.

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	$ c.
Board and Lodging by the day (1 person)	5.00
Board and Lodging by the day (for married couples occupying one room)	7.50
Board and Lodging by the week (1 person)	30.00
Board and Lodging by the week (for married couples occupying one room)	45.00
Board and Lodging by the month (1 person)	90.00
Board and Lodging by the month (for married couples occupying one room)	135.00
Sitting Room by the day	3.00
Sitting Room by the month	50.00
Extra Bedroom by the day	2.50
Extra Bedroom by the month	45.00
Bed and breakfast	2.50

Children by special arrangement.

For further particulars apply to the Undersigned at the Company's Office, 38 and 40, Queen's Road Central, over the Hongkong Dispensary; or to the Manager, Mount Austin Hotel.

JOHN A. JUPP,
Secretary
Hongkong, 2nd May, 1892. [1084

HONGKONG HOTEL.

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THE most commodious and best appointed Hotel in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The Hotel STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the new BAR and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM where chops, steaks, &c., are served at any hour, adjoins the HOTEL.

WINES and SPIRITS of the Best Brands only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type, convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.
Hongkong, 2nd April, 1892. [a806

SHIPPING.

ARRIVALS.

May 8, ZAMBESI, British str., 1,560, Edwards, Victoria and Honolulu 2nd April, General.—GIBB, LIVINGSTON & Co.
May 8, PAOTING, British str., 1,088, Thos. Gyles, Wuhu 2nd May, Rice.—BUTTERFIELD & SWIRE.
May 9, SI-SHAN, British str., 845, E. F. Stovell, Saigon 4th May, Rice.—CHINESE.
May 9, ASK, Danish steamer, 682, Rewsbeck, Haiphong 6th May, General.—A. R. MARTY.
May 9, FREJR, Danish str., 397, C. L. Strand, Hoihow 8th May, General.—ARNHOLD, KARBERG & Co.
May 9, ITSUKUSHIMA, Japanese man-of-war, 4,217, Isobe, Singapore 2nd May.
May 9, MICHAEL JESSEN, German str., 710, Matthesen, Iloilo 4th May, Sugar.—GEO. R. STEVENS & Co.
May 9, YUNGPING, Chinese steamer, 567, S. H. Richards, Tientsin 2nd, May, and Chefoo 3rd, Coals and General.—KWONG CHUNG TAI.
May 9, ANCONA, British steamer, 1,888, W. D. Mudie, Yokohama, Kobe, and Nagasaki 5th May, General.—P. & O. S. N. Co.
May 9, CATTERTHUN, British str., 1,406, Neil Shannon, Sydney 15th April, General.—GIBB, LIVINGSTON & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
9TH MAY.

Oanfa, British str., for Singapore.
Holstein, German str., for Saigon.

DEPARTURES.

May 9, NINGPO, German str., for Canton.
May 9, PAOTING, British str., for Canton.
May 9, THAMES, British str., for Shanghai.
May 9, OANFA, British str., for London.
May 9, PRESTO, German str., for Quinhon.
May 9, ALACRITY, British d.-v., for Shanghai.
May 9, ARCHER, British cruiser, for Hankow.
May 9, IMPERIEUSE, British flagship, for Japan.

PASSENGERS.

ARRIVED.

Per *Catterthun*, str., from Sydney for Hongkong.—Mr. and Mrs. Ramsay and child, Mrs. Allderdyce, Messrs. H. D. Cohen, C. S. Taylor, A. S. Phelps, H. Pulteney, L. Wilkinson, J. Gasser, T. Gittens, G. Thompson, N. McCurdy, N. Telford, D. Norrie, and T. Gibbons. For Japan.—Mr. and Mrs. Dooker, Miss Dooker, Mrs. and Miss Cooking, Messrs. J. Marling and S. G. Croft.

Per *Ancona*, str., from Yokohama for Hongkong.—Mr. and Mrs. Adams, Messrs. Naef, Nissle, Richards, R.N., Newman, R.N., Vanstone, R.N., and Orton, R.N., Mr. and Mrs. Ah Sun. For London.—Mr. and Mrs. Hutton, and Mr. Shields. From Hiogo for Hongkong.—Mr. and Mrs. Anderson, Mrs. Hewett, Misses Mc Kenzie (2), Messrs. McKenzie, Ottemburg, Ah Yok, Yun Kon Yep, Phelps, and Brum, Mr., Mrs. and Miss Ye Woo. For Brindisi.—Mr. O. O'Donnell. From Nagasaki for Hongkong.—Messrs. Saunderson and Sotobi, and Miss Ikluai. For Singapore.—Mr. Macey, and Miss Oetzing.

DEPARTED.

Per *Zambesi*, str., from Victoria, &c.—Mr. Miller, and Capt. Gerrard, and 150 Chinese.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. & Mrs. Adams	Mr. W. J. P. Marsig
Miss Alexander	Mr. E. A. Mosser
Mr. M. B. Allardyce	Mr. T. Mitchell
Mr. J. L. Bline	Rev. J. M. Morton, B.A.
Capt. Castle, R.N.	Mr. W. Naef
Major & Mrs. Chapman	Mr. O. E. O'Donnell
Mr. S. N. Cohen	Mr. J. Orkney
Mr. & Mrs. Alex. Cook	Herman Ottenberg
Mr. & Mrs. Wilfrid Dooker	Mr. Vicente Pedros
Miss Dooker	Mr. W. Pestalozzi
Mr. & Mrs. Drew	Mr. A. S. Phelps
Staff Comd. J. Edwards	Mr. W. H. Phelps
Mr. Thos. Fairhurst	Mr. G. U. Price
Mr. T. Gasser	Mr. K. Pulteney
Mr. G. Preston Gibbons	Mr. & Mrs. Ramsay
Mr. The Gittins	Mr. Fred. E. Shean
Mr. A. J. Goldschmid	Mr. J. Slade
Mrs. Che. Hewett	Mr. & Mrs. Sloan
Mr. W. Hisink	Miss Sloan
Capt. & Mrs. Hutton	Mrs. John Steedman
Mr. Arthur Keith, M.B., C.M.	Mr. W. Tara
	Capt. & Mrs. de Teissier
Mr. A. Keyser	Capt. Tillett
Mr. G. J. Lipton	Mr. R. Toovey
Mr. J. MacGregor	Mr. F. G. West
Mr. Harold MacKenzie	Mr. L. R. Wilkinson
The Misses MacKenzie (2)	Mr. & Mrs. W. H. Wright

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Mrs. George Armstrong	Mr. J. M. Moorhead
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Prices moderate. Work Promptly Done.
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WINES AND SPIRITS.

We invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. *(For Invalids and general use).*

	Per doz. Case.	Per Bot
A. Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule *(Old Bottled)*	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
C C Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule *(Old Bottled)*	14	1.25

	Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.
CLARETS.		
A Superior Breakfast Claret, Red Capsule	$4	$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D. La Rose, Red Capsule	11	12.00

MADEIRA, HOCK & CHAMPAGNES.

Full particulars of the various Brands in stock on application.

	For doz. Case.	Per Bot.
BRANDY.		
A. Hennessy's Old Pale, Red Capsule	$13	$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C Watson's Absfour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
IRISH WHISKY.		
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENUINE BOURBON WHISKY, fine old, Red Capsule with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. U. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	$1.50 per Gallon	

LIQUEURS.

Benedictine Maraschino
Curacoa Heering's Cherry Cordial
Chartreuse Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong, 4th February, 1892. 147

The Daily Press.

HONGKONG, MAY 10TH, 1892.

The P. & O. steamer *Venetia* left Bombay on the 6th inst. for this port.

There will be a game at Polo at Causeway Bay at 5 p.m. to-day (Tuesday).

There were 1,634 visitors to the City Hall Museum during the week ended 8th May, of whom 198 were Europeans.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, from Hongkong 16th and Yokohama 26th April, arrived at Vancouver on Saturday, the 7th instant.

The soldier who entered a jeweller's shop in Pottinger Street, and stole a watch which he was examining under the pretext of intended purchase, was yesterday sentenced to six weeks' hard labour by Mr. Hastings.

The offertories received on Sunday on behalf of the British and Foreign Bible Society from the various churches amounted to $107 07, namely:—Cathedral, $33.29; St. Peter's Church, $29.10; Union Church, $39.68.

The British flagship *Impérieuse* sailed yesterday morning for Japan. The despatch-vessel *Alacrity*, with Vice-Admiral Sir E. R. Fremantle on board, left for Shanghai, and the gunboat *Archer*, Commander R. W. S. Rogers, for Hankow.

The new Japanese cruiser *Hashushima*, which was built at Toulon in France, and particulars of which have been already published, arrived here yesterday morning, commanded by Captain Isoba, and saluted the port and the *Victor Emanuel*.

The Wednesday evening services in the Cathedral will be suspended till the arrival of the Chaplain; but in the meantime a short service will be held every Wednesday evening at 6 o'clock in St. Paul's College Chapel, beginning on the 11th instant.

A telegram in an Indian paper states that a memorial from the Blackburn Chamber of Commerce advocating the construction of a railway from Bangoon to the South-West frontier of China has been forwarded to India by the Secretary of State. It is unlikely that the Government of India will approve the scheme.

The charge against T. G. Keane, chief officer of the steamer *Mamoa*, again occupied a lengthy hearing yesterday at the Police Court. The evidence of the other Chinaman who was wounded in the affray, and of the second officer of the vessel, was taken. Ultimately the case was further adjourned until this morning, when it is expected that it will be concluded by the committal of the defendant for trial.

The inquest on the body of George Lemon, the proprietor of the Eagle Tavern, Hongkow, who was shot on the 1st instant in his own house, was opened at the U. S. Consulate-General, Shanghai, on the 3rd inst. Mr. H. P. Wilkinson appeared on behalf of the prisoner Frank Alfd. Lemon and Andrew Fenton, seaman on board the U. S. gunboat *Petrel*, gave evidence, much to the effect of the account of the tragedy given by the Mercury, and the inquiry was adjourned to the 9th instant.

Owing to pressure on our space we are compelled to hold over much interesting matter, including the second day's racing at the Shanghai Meeting, a meeting of the Kaub Australian Syndicate, Limited, and news by the Australian mail.

We have received from the Agent of the Canadian Pacific Railway Co. a large map on rollers showing the route of their railway and steamship lines around the world. It is a kind of bird's eye view of the northern hemisphere, and gives a capital idea of the route traversed.

The French frigate *Triomphante*, flying the flag of Admiral Ollivaux, arrived at Nagasaki from Amoy on the 2nd inst. She was followed by the cruiser *Villars* from Yokohama on the 3rd instant, and two gun-boats were expected. The former vessel will remain at Nagasaki about a month.

A London telegram in the Sydney papers, dated April 9th, says:—Mr. Patrick Egan, United States Minister in Chili, has declined to accept the vacant post of American Minister in Paris, in succession to Mr. Whitelaw Reid, who lately resigned. Mr. Egan has also declined the American Embassy in China.

As will be noted from the advertisement in another column, an Al Fresco Fête will take place in the compound of the Roman Catholic Cathedral on Thursday next, the 12th inst., at which a variety of attractions are promised, such as a magic-lantern, an operetta, and the music of the Portuguese Amateur Band. The fête is being got up for the benefit of the charities under the charge of the Society of St. Vincent de Paul.

The *Shen-pao* says:—The incendiaries who some time ago set fire to the fortifications at Huk'on, Kiangsi, have received their due punishment. The two chief instigators of the movement were sentenced to decapitation, while their accomplices had less severe judgment pronounced upon them. Of the two who were to die, one did not live till the day of his execution, having passed to eternity in the prison, and the other was executed in the middle of last month. His head is now being exposed in public places.

We understand that the charge against the captain of the steamer *Zumbesi*, which has been delayed pending the arrival of the vessel, will be heard to-day at the Magistracy. The case, it will be remembered, arises out of the death of a Japanese sailor who was drowned in the Harbour some time ago. With a companion, it is alleged, he was confined in a cabin in irons under orders of the captain and on the eve of the steamer's departure from Hongkong both men jumped overboard. One was rescued and will be called to lay the charge; the other was drowned.

We have received from the Agents (Messrs. Ed. Schellhass & Co.) a copy of the report to be presented to the annual meeting of the Manchester Fire Assurance Co., from which it appears that the premiums (after deducting re-insurances), amounted to £354,061 14s. 2d., against £200,304 11s. 2d. for 1890. The losses, including full provision for all unsettled claims, amounted to £178,369 17s. 10d., say 50 per cent., against £111,158 17s. 2d., say 55 per cent., in the previous year. The amount available for appropriation was £76,309 17s. 4d., out of which a dividend of 12½ per cent., against 10 per cent. the previous year, was declared, absorbing £18,750, leaving £57,559 17s. 4d. to be added to the funds for the year.

The *Japan Gazette* says:—Considering the benefits which a country where small-pox is so prevalent as in Japan must have derived from the introduction of vaccination, we are not astonished to learn from the *Kokkai* that a proposal is on foot to erect a monument to the discoverer of the properties of lymph in counteracting the dread disease, viz., Dr. Jenner. The proposers are Messrs. Ushida, Tomotada and Sasaki Yo, residents of Hamamatsu, and their intention is to erect the monument in Ueno Park, Tokyo. Various influential gentlemen who have been approached have expressed approval of the scheme, and some 30,000 supporters of the proposal have been obtained in Totomi Province alone. A visit to the capital is now proposed for the purpose of asking the support of Government officials and others.

The Tokyo *Shogyo Shimpo* says that a project is on foot which, if carried out, would be of great interest and moment. It is nothing more nor less than to bridge the Strait of Shimonoseki and join Kiushu with the main island. The distance is only one mile at the narrowest part, and doubtless the engineering difficulties to be overcome are not at all insuperable. But it is estimated that the cost of an iron bridge would be six million *yen*, a sum not easily found. The Kiushu Railway Company's line extends from Moji into the interior of the Island of the Nine Provinces. It reaches already to Kumamoto and Saga, and will doubtless be ultimately extended to Nagasaki and Kagoshima. The Saigo Company's line has still to traverse a distance of 160 miles between Mihara and Shimonoseki before communication by rail from the extreme north to the extreme south of the main island is established; and, as we know, the Company, being in some difficulty about funds, is seeking a Government guarantee in order to induce capitalists to subscribe money for the completion of the work. There can be no question, however, that means to finish the road will be found sooner or later. A bridge across the Shimonoseki Strait would link the two lines, and make it possible for trains to run right through from Sendai to Kagoshima. Unfortunately for Japan, she has adopted the narrow gauge, and so long as she adheres to it there is no possibility of good time being made on her railroads. Were it otherwise, one might look forward, after the completion of the Shimonoseki bridge, to being able to travel from Tokyo to Nagasaki in one day.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present:—

His Excellency the Governor, Sir WILLIAM ROBINSON, K.C.M.G.
Hon. G. T. M. O'BRIEN, C.M.G., Colonial-Secretary.
Hon. W. M. GOODMAN, Attorney-General.
Hon. J. H. STEWART LOCKHART, Registrar-General.
Hon. F. H. May, Acting Colonial Treasurer.
Hon. F. A. COOPER, Director of Public Works.
Hon. R. M. RUMSEY, R.N., Harbour Master.
Hon. C. P. CHATER.
Hon. HO KAI.
Hon. T. H. WHITEHEAD.
Hon. E. R. BELLILIOS.
Mr. A. M. THOMSON, Acting Clerk of Councils.

MINUTES.

The minutes of the previous meeting were read and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY moved that the financial minutes, having been read, be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded.

Carried.

REPORTS.

The COLONIAL SECRETARY—I have the honour by direction of His Excellency to lay upon the table the Acting Harbour Master's Report for 1891 and the Postmaster General's Report for the same year.

QUESTIONS.

Hon. T. H. WHITEHEAD asked the following questions:—Will the Government lay on the table copy of the following papers:—(1.) Petition to Government from Fung Ming Shan and other Chinese, dated about 9th November, 1878, for permission to form an Anti-Kidnapping Association with power to employ detectives. (2.) Report or recommendation of the Committee (consisting of Messrs. C. V. Creagh, J. J. Francis, W. M. Deane, and E. J. Eitel) appointed by the Government to investigate the matter, and the statistics drafted by Mr. J. J. Francis. (3.) Correspondence from the Government to Lord Kimberley, Secretary of State for the Colonies, in connection with the subject, and Secretary of State's Despatches in reply. (4) Any further correspondence between the Government and the Secretary of State for the Colonies in connection with the Po Leung Kuk, and the giving of legal status and power to the Society.

The COLONIAL SECRETARY—The papers which have been asked for have been already printed. They will be found in the Parliamentary Blue Book, which will be accessible to the hon. member at any time if he likes to consult it. Perhaps it would save trouble if, with the permission of the Council, I state the gist of the matter as follows. Certain rules of the Society have been recognised and have received the recognition of the Government and the approval of the Secretary of State for the Colonies. A former Governor recommended the Secretary of State to allow the incorporation of the Society by special Ordinance. The Secretary of State, however, expressed the opinion that the Society were [illegible] Act of 1865 that would probably be found to meet the case sufficiently, but if it were found not to meet the case it would then be time to consider what other steps, if any, should be taken. The point was again raised only recently by the proposed Ordinance for the incorporation of the Society, which was referred to a special Committee.

THE MANILA LOTTERY.

Hon. E. R. BELILIOS, in accordance with notice, asked—Will the Government acquaint the Council with the number of convictions made and the description of punishments inflicted in regard to the buying and selling of Manila lottery tickets in this colony since the recently enacted Gambling Ordinance has been in force?

The COLONIAL SECRETARY—I have pleasure in laying on the table a return giving the information that the hon. member desires to have.

THE OPIUM ORDINANCE.

Hon. T. H. WHITEHEAD—Sir, towards the close of last year I asked a question in connection with offences under the Opium Ordinance in the following terms:—Will the Government lay on the table a list of the excise officers appointed by the Governor under Section 5 of the Opium Ordinance of 1884; a statement shewing the number of convictions for offences against the Opium Ordinance from the date of the commencement of the existing Opium Farm to 30th September last; the amount of fines levied; the amount of fines collected; the number of persons imprisoned in default of payment of fine, with the periods of their imprisonment and the cost to Government of their detention in gaol; the number of persons now in prison for such offences; the quantity of opium seized and confiscated during the same period, and how disposed of? An answer was promised to this question but some considerable time was required to make out the returns. With regard to the cost of the detention of prisoners in gaol, if it is inconvenient for the Government to answer that question there is no necessity to give that portion.

The COLONIAL SECRETARY—I beg leave to lay on the table some returns which have been received in reply to the questions of the hon. member, and I hope their utility will be found to be proportionate to the time and labour involved in preparing them. I may mention that the labour entailed has almost caused a dislocation of public business in one department at the Magistracy. It is not proposed to print the returns, which are very voluminous, but they are at the service of the hon. member. In answer to the question as to the cost of maintaining prisoners in gaol I may state that the cost per head per diem of European prisoners for a period under fifteen days is 4¾ cents and for Asiatics 2¾ cents; for any period between 15 days and six months, 15 cents for Europeans and 4¼ cents for Asiatics. As regards the disposal of opium that has been from time to time confiscated under the Ordinance. The Police Magistrate informs me that with respect to prepared opium it has been the practice to send the whole of it to the Farmer, and as regards raw opium to allow half the amount to the Farmer.

OFFICIAL SALARIES—MOTION FOR RETRENCHMENT.

Hon. T. H. WHITEHEAD—I rise to move the resolution standing in my name, and of which due notice has been given. On 3rd July last year the Honourable the Colonial Secretary informed the Council that the total expenditure of the Government under the head of salaries for the year 1887 was $547,610, and that the estimate for 1891 was $758,139. The estimated expenditure for salaries during this year is still further increased, exclusive of $35,000 for pensions. There is undoubtedly a strong feeling in the Colony that the expenditure on the administration of the Government has assumed alarming and disproportionate dimensions—in short, that it is too great for the work done, is constantly increasing, and that it ought to be decreased. The Colony's revenue in the near future is not likely to expand, and it may not be maintained. As anticipated, when I supported a similar motion to the present one in this chamber last December, there has been a large shrinkage in the revenue derived from opium. In the Estimates for this year opium revenue was put down at $519,000, whereas it will only realize $405,600, including arrears—or $340,800 net per annum for next three years. In your very able and exhaustive address to the Council in January last, your Excellency said—"The highest tender which has been received for the next three years is at the rate of $340,000 a year, and therefore the receipts for 1892 will be as follows:—1891, ten months' arrears, at $5,000 per month, $50,000; 1892, January and February, at reduced amount, $35,800, $71,600; 1891, ten months' at $33,400 per month, $334,000, making a total of $405,600 and leaving a deficit on the estimated revenue for 1892 of $114,000 and a prospect of $340,800 only from the Opium Farm for 1893 and 1894." Our opium revenue may further decrease, and at no very distant date disappear altogether, which latter on economic grounds would not be wholly undesirable. Carriage, chair, and other licences were $29,000 in 1891, but for this year they are estimated at $45,000. Land sales last year were $55,000, but are estimated for 1892 at $100,000. It is doubtful if the latter will be realized, and it is almost certain the estimated profit of $80,000 on subsidiary coinage will not be obtained this year. It is generally believed there is room for retrenchment, and that Government expenditure can be curtailed by the redistribution of work and the amalgamation of certain offices. The work of the Registrar-General's department might now usefully be redistributed, giving the registration of cargo boats &c. to the Harbour Master, the registration of births, deaths, and marriages to the Sanitary Board, and the protection of women and children and the registration of brothels to the Police, while the translation of Chinese documents could be done by an assistant possessing a knowledge of the Chinese language attached to the Colonial Secretary's office. The assistant could also act as a medium between the Chinese and the Government if such medium be still considered desirable. In former years a medium may have been necessary, but surely it is not so requisite now. The Chinese have their able and trusted representative in this Council, two representatives on the Sanitary Board, and 13 of the Chinese are Justices of the Peace, while most of their leading men speak the English language. Could the Police and Gaol not be under one head permanently as at present instead of two heads? The Post Office, Stamp Office, and Treasury might also be amalgamated under one head. The Government cannot well longer continue the existence of useless offices, such for instance as the Assistant Harbour Master, the Assistant Postmaster, the audit department, &c. The Observatory is perfectly useless for all practical purposes so far as Hongkong is concerned and should be abolished forthwith. The large annual cost of maintaining the Victoria College should now be borne by the Chinese, for whose benefit it almost entirely exists. Last year one Magistrate did the whole work at the Police Magistracy with great ease to himself, and to the entire satisfaction of all concerned, whereas two Magistrates are now in office. The hours of the official day might be lengthened by an hour or more without hardship to any one. Leave regulations should be assimilated to what is laid down in the Colonial Office Regulation No. 133 whereby vacation leave would be reduced from four months to three months in every two years. Hongkong is passing through the throes of a financial crisis without a parallel in its history and the outcome of which it is impossible to determine. The colony is surfeited with the hasty legislation of last year. The new laws are interfering with the customs and the peace of the Chinese residents, unnecessary restrictions have been placed on trade and shipping, and the result of the new Share Bill is an absolutely dead stock market. Any increased taxation at the present juncture would bring complete ruin on the colony. There is pressing necessity for the strictest economy and retrenchment in the cost of administration of the Government, more especially in the present impoverished condition of the colony with unprofitable trade and general financial and commercial depression, and when the future of our revenue is not assured, that derivable from opium being precarious, and the profit on subsidiary coinage practically a thing of the past. There ought to be no objection on the part of your Excellency's Government to letting in light on the working of the Civil Service. If the Commission asked for, after careful enquiry, discovers no abuses or wastefulness, and decides that the increased cost is indispensable to the efficient working of the administration, the Government's hands will be strengthened, but on the other hand if it is found that economy can be effected or efficiency promoted there should be no hesitation in taking steps which will advance the prosperity and welfare of the Colony. Under the circumstances I entreat your Excellency to grant the prayer of the resolution now before the Council, and move:—"That in consequence of the constantly increasing cost of the Administrative Staff of the Government of Hongkong [illegible] 1887, to nearly $800,000 in 1892, exclusive of $35,000 for pensions, and that the colony's revenue in the near future is more likely to decrease than expand, Government appoint a Commission selected from the unofficial members of Council and the general community, with the Honourable Mr. O'Brien, the Colonial Secretary, as Chairman, with full powers to enquire into and report with a view to retrenchment on the working of all the Departments of the Government, and as to the desirability or otherwise of the redistribution of work, the amalgamation of certain offices, the increasing of the hours of the official day, privileges in the way of leave, &c., &c." As regards the question of salaries it is only very recently that the rates of official salaries payable in Hongkong have been settled by this Council and have received the approval of the Secretary of State for the Colonies after a great deal of consideration, and the Government is not prepared to re-open the question now. The fact of my being a comparative stranger here and of my having served elsewhere may possibly lend some little weight to the statement that in my humble opinion the scale of official salaries in Hongkong is by no means excessive. I hope I may be excused for adding the personal detail that having regard to the cost of living here I am at the present moment decidedly worse off pecuniarily than I was six years ago and rather worse off than I was fifteen years back in my official career. Next as regards the amalgamation of existing offices, the length of the official day, &c., referred to in the resolution, all these are matters of administration which lie peculiarly within the province of the Government, in adjusting which the Government does not require the assistance of a commission. They have already engaged your Excellency's attention, and the hon. mover and the Council at large may rest assured that you will deal with them from time to time as opportunity may offer with a view to economy and in the best interests of the public service. To effect retrenchment in public establishments without impairing efficiency or laying the foundations for subsequent additions to the staff is a problem which not only requires large administrative experience but also demands both time and opportunity. But I may mention to the Council as an earnest of your Excellency's desire and intention to effect such retrenchment when and where possible that you have stayed expenditure on the following works which are not to be described as of any urgent public interest:—The construction of the new road to connect Plantation Station with Magazine Gap $7,000, survey $10,000, and improvements to the recreation ground at Happy Valley $15,000, which makes a sum total of $32,000. These amounts were voted before your arrival in the colony; it was considered by you [illegible] to stay the expenditure which had been already sanctioned. Lastly I come to the privileges of the pension. These privileges form an important part of the basis of the contract of service to civil servants and their withdrawal would constitute a distinct breach of faith on the part of the Government. It was stated in the course of the debate of a previous similar motion that private employers in Hongkong do not grant their employés leave on full pay. It was also stated that they did not as a rule grant pensions, but if they did contract to do so I imagine that they would have to fulfil their contracts, including the payment of pensions, and they would find it convenient probably to be a little more liberal in the matter of leave. The motion of the hon. member sets out that the revenue of the colony is more likely to contract than expand. In itself that is no more than a carefully guarded expression of opinion, but, taken in connection with the context in which it occurs, it naturally tends to create the impression that the hon. member apprehends that at no distant date the revenue may be found inadequate to the calls made upon it. Now if this were correct it would be none the less inopportune at a time when shortly we shall have to go on to the market for a public loan. Such an impression is calculated to seriously prejudice the credit of the colony, especially among those men of capital to whom we shall have to apply for our loan and who fall under the category of those who are not intimately acquainted with the circumstances of the colony or conversant with the Government's system of accounts. I do not say that the hon. member was bound, under all circumstances whatsoever, to refrain from creating such an impression—under certain circumstances he might very properly feel it his duty to create it—but I do most distinctly say that before doing so he was bound to make sure that it was absolutely correct, and I submit that it was not correct, and, further, seeing that I stated here the other day, when I laid on the table the report of the Committee appointed to enquire into the proposal to raise a loan to meet the cost of our public works extraordinary, that in view of certain considerations your Excellency had decided not to press the matter immediately, thereby clearly implying that the matter was postponed for a time, I submit that that statement of mine should have precluded the hon. member from raising the impression which under the circumstances is not correct, which at the present juncture is peculiarly inopportune, and which is calculated to prejudicially affect the credit of the colony. The existing taxation in Hongkong is extremely low in proportion to the volume of business in the colony as evidenced *inter alia* by the bank issues, now in circulation, which instances these remarks. Taxation, indeed, could be easily raised without undue hardship to the taxpayer. Fortunately there is no such need for such an increase, because the revenue derived from the present low taxes more than suffices to cover the ordinary expenditure, that is to say the whole of the expenses of Government with the exception of what is termed the Public Works Extraordinary expenditure, or on the large works of construction. These works will benefit posterity, and I maintain that it is unfair and inconsistent with sound principles of finance to cast their whole cost on the current revenue, and they should be met, as I hope they will be met shortly, from a loan with a sinking fund proportionate. The revenue in 1891 exceeded the ordinary expenditure by $120,000; the estimates for the current year show a surplus of revenue over ordinary expenditure of upwards of $370,000. This estimated surplus will be reduced by a shrinkage of $114,000 in the Opium Farm, but there is no reason to doubt in the absence of unforeseen circumstances that a substantial surplus will be realised. The revenue in 1883 fell short of $1,200,000. For the five years ending 1888 the average annual revenue fell short of $1,250,000. For the five years ending 1891 it exceeded $1,750,000, but in 1891 the revenue realised $2,225,000. This retrospect is the reverse of discouraging, and while it may be admitted that there are factors which may produce a falling off of revenue, at the same time it should be remembered that there are others in which an increase of revenue may be reasonably expected. And I may observe that it also incidentally suggests the remark that the cost of our establishments has grown proportionately with the growth of our revenue, though I should be the last to admit that the mere fact of increase of revenue does not in itself justify a corresponding increase in the expenditure. I remarked on rising, sir, that I felt some regret at having to oppose the motion, but I must qualify that remark by adding that personally I am very glad that the Government has decided not to appoint the Commission which has been asked for. It has been, Sir, my melancholy lot to have had to review the operations of more than one retrenchment committee. Their sanguine members embarked upon their work with high hope, they expended an enormous amount of energy and time in collecting information which might prove serviceable in the accomplishment of their perfectly hopeless task. They enquired minutely as to the amount of work performed by every official, high and low, in every branch of the service; they endeavoured to reconcile the mass of conflicting statements and opinions, and attempted to find solutions to problems which, perhaps, they were not peculiarly competent to solve, and the outcome of all these efforts was almost invariable an ultimate addition to the existing establishments. As a matter of course some retrenchments were at first effected by the amalgamation of offices, and such like measures, but it was found in the long run that their recommendations necessitated larger additions to the staff, and the net result was as I have said, the ultimate increase of the public expenditure. For the reasons I have stated the Government will vote against the motion.

The motion was then put and the Council divided.

FOR (4.)	AGAINST (6.)
Hon. T. H. Whitehead	The Colonial Secretary
Hon. E. R. Bellilios	The Attorney-General
Hon. Ho Kai	The Acting Colonial Treasurer
Hon. C. P. Chater	The Registrar-General
	The Harbour Master
	The Director of Public Works

THE GAMBLING ORDINANCE AND THE MANILA LOTTERY.

Hon. E. R. BELILIOS—The resolution I am now about to place before the Council is in continuation of the question I put to the Government at the last meeting. An answer has been vouchsafed to me and placed on the papers of the table. I have not seen it, but I leave it to your Excellency to say whether or not that answer is satisfactory. From newspaper reports I think you will find that the convictions under the Gambling Ordinance since its enforcement have been very small and the punishments rather mild. From newspaper reports we know that an innumerable number of convictions have been made and punishments inflicted arising from the suppression of Weising lotteries and of other gambling transactions in this Colony. Under the vigorous action of the Police raids are made on these gambling dens almost every day, but we do not know of a single instance of a house being raided where the business of selling Manila lottery tickets has been in full swing. Under the stringent measures taken and efforts made to secure the law-breakers several lives have been lost, but we never remember hearing of one single accident taking place in the attempt to suppress the vice of dealing in Manila lottery tickets. Endeavours in this direction have been feeble in the extreme. Evidently some one in authority has been lax in the performance of his duties to the colony, or the law is weak and inoperative in matters of this kind. I contend, sir, that the money lost and won in these gambling houses appears somewhat insignificant in its amount when compared to the sums of money sent away to buy Manila lottery tickets. Moreover, money lost in gambling here simply changes hands; it sticks to the place; whereas money invested in Manila lottery tickets is lost to us. It never comes back, but it goes to enrich a foreign Government. To try to suppress the local gambling and to allow the business in Manila lottery tickets to thrive rampant in our midst is in my opinion like straining at a gnat and swallowing a camel. We know, sir, for a fact that the Spanish Government only recently increased their issue of Manila lottery tickets with the object of meeting the large demand from this side. Up to the latter part of 1891 they issued 45,000 tickets per month, which at the selling rate here of about $6 each yielded $270,000, but as soon as this Gambling Ordinance was enacted here, in fact simultaneous with its enforcement, a large demand sprang up for Manila lottery tickets. While people trafficking in Weising lottery tickets were persecuted and hunted to death, men buying and selling Manila lottery tickets were allowed to ply their trade in peace and freedom. The craving for Manila lottery tickets was evident, and the Spanish Government were equal to the occasion; they simply [illegible] instead of being damaging has proved beneficial to the authorities in Manila. In December, 1891, they increased their issue to 30,000 double tickets, which selling at $12 each represents $360,000. Out of this sum about $60,000 per month is collected in this colony. You can imagine the amount of distress and privation which the drain of this money is likely to entail on the already impoverished inhabitants of this colony. It is a serious matter, I think, and demands active measures at the hands of the Government. I maintain that it is an evil that requires prompt and effective measures to eradicate. My resolution has not been published yet. With your Excellency's permission I will read it:—"That the Government shall take early and effective steps to put a final stop to the sale and purchase of Manila lottery tickets in this colony, and in the event of the provisions of the Gambling Ordinance dealing with this question being found insufficient for the purpose, the law shall be so amended as to secure the complete abolition of this evil." I beg to move this resolution.

Hon. HO KAI—I have pleasure in seconding the resolution. I may say I agree entirely with the hon. member opposite as regards the evil effects of Manila lottery tickets. I do not hold quite such strong opinions with regard to it, but at the same time what has been pointed out by the hon. member is perfectly correct. If the law was made to suppress gambling of all kinds in this colony and the Manila lottery was included, then I think it should be suppressed along with, and with the same stringency as, other forms of gambling; and if it is true—I am sorry to say it is not within my own knowledge, but I have the information from the hon. member opposite—that there are firms established in this colony actually—dealing in lottery tickets openly and dealing largely without any interference from the Police, then I say the law is being carried out partially, but only partially, and for that reason I think the resolution of the hon. member demands the support of this Council. On the other hand, if the hon. members of this Council are of opinion that the Manila lottery should not be suppressed, it should not be included in the Ordinance, but from my reading of the Ordinance it is clearly included, and as that is so I think it is only common sense and justice that it should be suppressed along with the others with the same amount of energy.

The COLONIAL SECRETARY—The Government is completely in accord with the hon. member that it is desirable to minimise as far as possible the evil of gambling in this colony. But the matter is one of exceeding difficulty, and if the hon. member really believes that it will be found possible by means of any legislation whatsoever to put a complete stop to all forms of gambling I have very little doubt that he will live to be disappointed. Public gambling, or what may be called promiscuous gaming, including the promotion of public lotteries, are comparatively easy to deal with, and reports which I have received from the Police Magistrate and Captain Superintendent of Police are very encouraging as showing that a great deal of good has been effected by the operation of the Gambling Ordinance No 7 of 1891. But the nature of things and the experience of other countries, and very especially that of Great Britain, all tend to show that it is idle to hope that Acts of Parliament or Ordinances of Colonial Legislatures can ever avail to make all forms of gambling vanish out of the land. It might be an excellent thing if they could, but we know that they cannot, and there are the gravest objections to passing laws which are bound, within the knowledge of their framers, to be ineffective and fail in their object. It is impossible for the Government to accept a motion which binds it to such an amendment of the law as shall secure the complete abolition of the gambling evil, for it does not believe that it is within the bounds of possibility to amend the Ordinance so as to effect this object. Sir, such an amendment, such an amending Ordinance, to be effective would have to provide many other things which cannot be thought of. It would have to empower the Post Office authorities to open letters and tamper with correspondence. It would be very little use indeed to make the sale of Manila lottery tickets in the public street punishable at law while persons could always receive the tickets securely by post. I need hardly say that the Government would never dream of giving any such authority to the Post Office, and I may mention generally that it is not prepared to go further than the Ordinance 7 of 1891 in the direction of interfering with personal liberty. At the same time if it can be shown that Ordinance 7 of 1891 requires to be amended and that it can be amended so as to make its provisions really and actually more effective without undue interference with individual liberty, the Government will at all times be ready to consider any practical suggestions they may receive in that behalf from any hon. member or other quarter. I would suggest to the hon. member (Hon. E. R. Belilios) that perhaps it will be best to accept this expression of the intention of the Government and withdraw his motion. Should he press his motion to a division the Government, for the reasons I have stated, will be obliged to vote against it.

The ATTORNEY-GENERAL—I may perhaps say a word or two as to the law on the subject. Of course there are two matters to be dealt with, first the making of the law and secondly the possibility of enforcement. As regards the law I do not think it is deficient. I would call the attention of hon. members to two sections in the Ordinance. It is there provided that supposing you buy tickets in the street you are gambling within the meaning of the Act. If you purchase tickets in a house which is constituted a common gaming house you are liable to the penalty. Section 2 B, deals with that. As far as the law is concerned therefore it does forbid the sale of these tickets, but if the hon. mover of the resolution has any special information as to a particular place for the sale of these tickets on a wholesale principle, in a large way, it strikes me that it would be an infringement of the Act and that he would do a service by reporting the place to the Police. I take it the Police are not aware of the existence of any such place.

Hon. E. R. BELILIOS—I would point out the weak parts of the Gambling Ordinance. A person may have as many tickets as he likes as long as there is no dealing. I believe the law is different with reference to Weising lottery tickets. The forfeiture clauses are also weak. A case was decided some time ago, while Mr. Wise presided as Magistrate, and I believe in that instance it was found that half the tickets were sold on board a steamer. The sales were effected on board the steamer and the money and tickets found in the possession of the sailor were all returned to him. Again, buying and selling might be done in a private house. In that enclosure business transacted in this way is not affected by the present law unless the place is kept purposely for gambling. A person may buy and sell as many tickets as he likes at one time, and can only be fined $25, so that if he had a thousand tickets or only one ticket the penalty would be the same. These are particularly weak points of the law and I thought it was my duty to point them out. Of course we cannot, I am afraid, press the motion if it is the wish of the Governor that I should withdraw it. I will do so with pleasure.

HIS EXCELLENCY—Will you be satisfied if we issue instructions to the Captain Superintendent of Police to be more efficient and active in this matter? You see your amendment would involve the altering of the Ordinance to such an extent.

The COLONIAL SECRETARY—It is a motion to stop certain things which, as everyone knows, will never be stopped.

Hon. E. R. BELILIOS—I contend that if the law as it is were carried out more effectively it will serve the purpose I am aiming at.

HIS EXCELLENCY—We will see to it.

The motion was then withdrawn.

MERCHANT SHIPPING CONSOLIDATION ORDINANCE, 1891.

The ATTORNEY-GENERAL—I rise to move the first reading of a Bill entitled an Ordinance to amend the "Merchant Shipping Consolidation Ordinance, 1891." In pursuance of the request of the hon. member (Hon. T. H. Whitehead) I have prepared a short statement of the objects and reasons, which I presume is circulated with the Bill. It is therefore unnecessary for me to say any more on the first reading.

The COLONIAL SECRETARY seconded.

Bill read a first time.

THE DIOCESAN SCHOOL.

Hon. C. P. CHATER rose to move the second reading of a Bill entitled "an Ordinance for the incorporation of the Chairman of the Committee of the Diocesan School and Orphanage." He said—As you are aware this private bill was introduced in the Council by my hon. friend, Mr. J. J. Keswick, who is now absent from the colony. Those interested in the Bill requested me to take charge of it and see it through the Council, but there is one main point which has not been [illegible] will probably take the next day or two to settle. I will therefore ask your Excellency to postpone the second reading of the Bill until the next meeting.

His EXCELLENCY assented and the second reading was accordingly postponed.

OFFENCES AGAINST THE PERSON.

The ATTORNEY-GENERAL—I rise to move the second reading of a Bill entitled "An Ordinance to amend Ordinance No. 4 of 1865 relating to offences against the person." I explained it shortly at the first reading and the explanation I then gave will be fresh in the memory of hon. members. I think it will be unnecessary therefore to take up their time by repeating what I have already said. I will propose that the Bill be taken in Committee.

The COLONIAL SECRETARY seconded.

The Council then went into Committee, after which the Bill was read a second time.

DANGEROUS GOODS ORDINANCE.

The ATTORNEY-GENERAL—I beg to move the second reading of the Bill entitled an Ordinance to repeal Ordinance No. 19 of 1890 and to amend the Dangerous Goods Ordinance, 1873. On the occasion of the first reading I explained briefly the objects of the Bill. I may simply state to-day that the first Ordinance, that of 1873, was found insufficient and Ordinance 19 of 1890 substituted a fresh section. That section has still been found to be faulty. It did not deal with the movement and carriage of dangerous goods; it dealt only with shipment and transhipment. It has been found advisable to enlarge the powers of the regul

clause, article, and thing therein contained." It further recites that "whereas the Right Reverend John Shaw Burdon, Doctor of Divinity, has been duly consecrated to be a Bishop of the Church of England and as such Bishop is residing and officiating in this colony, and as such Bishop and by the desire of His Grace the Archbishop of Canterbury has undertaken the management of Saint Paul's College and is now discharging the duties of warden of the said college." I may say that I have mentioned the subject of title to the Bishop himself, and I can only say this, that the Government has decided that the proper way of describing him would be the way I have suggested, and I propose therefore to substitute for the words "Bishop of Victoria" the words "Bishop of the Church of England residing and officiating at Victoria in Hongkong."

Hon. T. H. WHITEHEAD—Might I ask under what instrument or authority he is officiating?

The ATTORNEY-GENERAL—He is officiating as Bishop. Having been duly consecrated by the Archbishop of Canterbury and two Bishops, and having been sent out here by the Queen's mandate—sent out as Missionary Bishop for Hongkong and South China—he is exercising the duties of his high office as Bishop under the powers conferred on him by his consecration. I suppose he would officiate at confirmation if required.

Hon. T. H. WHITEHEAD—I understand that Bishop Burdon is a purely missionary Bishop and may be necessitated to leave for elsewhere. In such case it seems to me that the Church body of the Cathedral, who have to bear the expenses of the services, would be placed at great inconvenience. Would it not be better to give the Cathedral over to the Church body and let it revert to the Government if they are unable to carry out the powers given them?

The ATTORNEY-GENERAL—I understand the hon. member, but I would point out that the Bill has been through a great many additions and alterations. The present edition was submitted months ago to the Church body, which was elected at a largely attended meeting of seatholders and they have approved it in its present form.

Hon. T. H. WHITEHEAD—I understand that the Church body have come to a conclusion during the last few days adverse to the Ordinance before the Council.

The DIRECTOR OF PUBLIC WORKS—There has been no meeting of the Church body, as far as I know, since the general meeting.

Upon clause 8, which provides that all matters connected with the religious services of the said Church or the rites and ritual thereof shall be under the immediate direction and management of the Chaplain for the time being, subject nevertheless to the control of the said Bishop for the time being.

Hon. C. P. CHATER said—I understand that the hon. Attorney-General has been in communication with the Church body on this matter.

The ATTORNEY-GENERAL—I think it is only right to mention that at the meeting at which I was present one gentleman, I think it was Mr. Ede, suggested that instead of the Bishop having the control of the rites of the Church it should be vested in the hands of the Church body. The Bishop did not seem to approve of that and the Church body did not approve of it. The Bishop pointed out to Mr. Ede at the time that the Church was not a Congregational Church but Episcopal. I had some communication with Mr. Ede and he said that he would like to ascertain the views of the seatholders on the matter. I believe a circular was thereupon sent round to ascertain the views of the seatholders, and I have had put into my hands a short time ago a paper which shows that 33 voted in favour of the Bishop retaining the control of the rites and 34 in favour of it being in the hands of the Church body. I cannot help thinking that it would be most deplorable to create any ill-feeling in the Church on a matter of this kind. There may be some people who agree with the bare majority of one, so far as the seatholders are concerned, that the Church body should have the control. There would be probably others, looking from a religious point of view, who will say that although a missionary Bishop, Dr. Burdon is a bishop and duly consecrated. He is Chairman of the Church body and many would feel that it would be a slight to ask him to give up the management of the rites and ceremonies of the church to the Church body.

Hon. C. P. CHATER supported the church body control and moved an amendment to that effect.

Hon. T. H. WHITEHEAD seconded.

It was ultimately agreed to allow the matter to stand over till next week to allow a definite knowledge to be obtained of the wishes of the seatholders and subscribers.

The remainder of the Bill was accepted without discussion.

ADJOURNMENT.

HIS EXCELLENCY—I propose to meet again on the 16th and then on the 23rd, I hope, for the last time this session.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the adjournment of the Council, the Colonial Secretary occupying the chair.

The CHAIRMAN said—The first matter before the Committee is the following:—The Governor recommends the Council to vote a sum of $150 for the purchase of a new boat for the use of Swatow Postal Agent. This application has been made in consequence of representations made by the visiting Postmaster General in a letter received last month (communication read) The boat appears to be wanted, and the price seems to be reasonable. There are no available effects, as the letter I have read shows, and I suppose there will be no objection to the vote.

Vote agreed to.

The CHAIRMAN—The Governor recommends the Council to vote a sum of $1,500 for the purchase of furniture for the new quarters for the Nursing Staff at the Government Civil Hospital. The expenditure will be more than covered by a surplus on the vote for the building. I may say that I have read a good deal about this building, and I believe there has been a certain amount of feeling as to the sum it has cost, but I think the Committee will be of opinion that the building having been provided furniture must now be supplied to make it of any use. The Colonial Surgeon estimates the cost of the necessary furniture—of which some detail is given—at $1,500. The Director of Public Works tells me that fortunately there has been a saving of more than the amount required to meet this expenditure. If any member of the Committee sees any objection to this vote or has any remarks to make upon it I shall be glad to hear anything that they may have to say.

Hon. E. R. BELILIOS—How is the furniture to be purchased, by tender or how?

The CHAIRMAN—I asked about that point, but I do not think it has been quite settled. I put the question as to how furniture required for public buildings was generally obtained, and the answer to that was that furniture for new establishments was obtained by the Director of Public Works, while supplementary furniture required from time to time was bought in the market by the head of the department. I have referred since to the Director of Public Works and he says that it is not the case; that the furniture is not bought by him at all, but that the head of the department is the person in the best position to meet such requirements. A proposal of the Colonial Surgeon is that he should purchase the furniture in the market but he does not propose to call for tenders; but if the Committee in recommending the vote think it a desirable condition, it could be done. I do not myself know sufficient about the furniture shops in Hongkong to express an opinion.

Hon. C. P. CHATER—I think we might safely leave the matter in the hands of the Colonial Surgeon.

Hon. E. R. BELILIOS—Yes, I think so.

Vote passed.

THE HONGKONG HARBOUR MASTER'S REPORT FOR 1891.

The following report was laid before the Legislative Council yesterday afternoon:—

Harbour Department,
Hongkong, 21st January 1892.

Sir,—I have the honour to forward the annual returns for this Department for the year ending 31st December, 1891.

SHIPPING.

2.—The shipping returns show an advancement in the trade of the Colony, the total tonnage of arrivals and sailings amounting to 14 millions of tons, the highest figures yet reached and over a quarter of a million more than the previous years when the increase was phenomenal. There were 33,080 arrivals with a tonnage of 7,001,629 tons, and 32,260 departures of 7,003,635 tons, making a grand total of 66,040 vessels and 14,005,264 tons. The increase in European constructed vessels numbers 488 of 507,303 tons against a decrease in the foreign junk trade of 1,283 vessels measuring 303,961 tons and an increase in the local junk trade, i.e. ports of the Colony 2,848 vessels aggregating 131,064 tons or a net decrease in junks of 177,897 tons, the net increase of the trade of the port being 2,053 vessels measuring 329,405 tons.

3.—The following statement shows how this amount of shipping is apportioned:—

	1890. Ships.	1890. Tonnage.	1891. Ships.	1891. Tonnage.
British	5,524	6,204,919	5,719	7,199,599
Foreign	2,685	2,778,822	2,983	3,038,454
Junks in foreign trade	46,633	3,372,670	45,403	3,263,118
Total	54,905	12,343,320	54,110	13,542,161
Junks in local trade	9,092	582,473	11,940	463,577
Grand total	63,997	13,675,293	66,050	14,005,693

[This shows an increase of 195 British ships and 195,670 tonnage; of 233 foreign ships and 311,632 tonnage; and a decrease of 1283 junks in foreign trade and 303,961 tonnage, against which, however, there is an increase of 2,848 junks in local trade and 131,064 tonnage. The net increase of ships is 2,053 and of tonnage 329,405.]

4.—Compared with 1890, there has been an increase of British tonnage amounting to 195,670 tons, and an increase of foreign tonnage of 311,632 tons. A comparison with the average of the last three years shows an increase in 1891 of 433 British ships representing 533,278 tons, and of vessels under foreign flags an increase of 474 ships, measuring 495,023.

5.—The 1,548 British ships, exclusive of river steamers that entered the port in 1891, carried 19,993 officers as follows:—British, 10,748; American, 60, Austrian, 1; Belgian, 2; Dane, 21; Dutch, 10; French, 2; German, 57; Japanese, 1; Norwegian, 14; Portuguese, 14; Swedes, 8. 95 of the British Officers belonged to the royal naval reserve.

6.—The 1,314 Foreign ships, exclusive of river steamers, that entered in 1891, carried 969 British Officers, all in American, Chinese, and Japanese owned ships.

7.—2902 European constructed vessels entered the port in the year, of these 442 ships entered 1,529 times, measuring 2,109,366 tons, being twelve times and under, i.e. to make a broad distinction classing them as ocean traders or feeders to the Colony. 61 ships entered 1,373 times or 13 times each and upwards, aggregating 1,290,443 tons and may be described as local traders, or distributors of the ocean borne traffic. 149 ships entered once only, one British ship entered 33 times, one foreign 37 times, and two 36 each.

8.—Examination of the following statement shows that the bulk of the ocean traffic is in British bottoms, whilst *pro rata* very much the largest share of the distributing trade is under foreign flags. The German ships are shown separately to the foreigners, the total of the German tonnage being more than that of all the other foreigners put together, and exceeding one-third of the British:—

EUROPEAN-CONSTRUCTED VESSELS EXCLUSIVE OF RIVER STEAMERS.

Flag.	No. of vessels.	No. of times in port.	Total.	Tonnage.
British	237	Twelve and under.	928	1,430,565
German	67		277	323,637
Other Foreigners	108		274	355,164
Total	442		1,529	2,109,366
British	27	Thirteen and over.	579	579,220
German	21		493	403,089
Other Foreigners	13		310	317,134
Total	61		1,373	1,299,443
Grand total	503		2,902	3,409,809

The average of entry is therefore 5.8 per ship.

9.—The general trade, as represented by the amount of shipping from and to the various countries, shows a slight decrease generally—large in the Siam, Cochin China and Macao trade; with a marked increase in that to the coast of China and Formosa, India and Singapore. In foreign bottoms there is a decided general increase; a very marked decrease is, however, apparent in the coast of China and Formosa, Cochin China and Siam trades, attributable to the shrinkage in the junk trade, and the failure of the rice-crops in Siam and Cochin China. Junks cause the total numerical decrease, whilst there is shown an increase of tonnage.

JUNKS.

10.—As shown in the foregoing tables, the junk trade for 1891 amounted to 3,726,655 tons, being a decrease from the previous year of 177,897 tons, although there is an increase numerically of 1,565 junks. The shrinkage is in the foreign junk trade and amounts to 1,283 vessels aggregating 303,961 tons, against which is to be placed an increase in junks in local trade numbering 2,848 vessels measuring 131,064 tons. The causes of this shrinkage have been indicated in previous correspondence. Compared with the average of the past three years, the junk trade of 1891 shows a decrease of 301,254 tons in the local trade, with a total increase of 2,015 vessels.

11.—The recurring subject of the interference of the Chinese Revenue Cruisers with the junk trade of the colony was only once brought officially forward in the past year, on the occasion of an alleged violation of British waters when a Hongkong licensed trading junk was boarded, searched and a revolver found thereon confiscated. As usual the exact position of the vessel being subject to the conflicting evidence of interested parties, with an absence of European testimony on the part of the junk, the question of within or without British waters was not capable of legal proof.

12.—4,525 steamers, 126 sailing vessels and 28,729 junks arrived during the year, giving an average of 90 vessels arriving daily in the waters of the Colony as against 88 the year before.

Of the steamers 66 per cent were British, a falling off of 2 per cent. from 1890; of these 53 per cent. were "Ocean going" as against 54 the year before, and of the Foreigners 11 per cent. were river craft, an increase of two per cent. on the previous year.

STEAM-LAUNCHES.

13.—On the 31st December, there were 100 steam-launches in the Harbour, of these 48 were licensed for the conveyance of passengers, 44 were privately owned, 8 were the property of the Colonial Government, besides Police launches and a steam floating fire engine. There were in addition 5 launches, the property of the War Department. During the year 8 launches were sold, one sunk and one condemned.

EMIGRATION.

14.—There has been a slight increase in the numbers of Chinese leaving the Colony for ports other than those of China and Japan. The numbers to Honolulu have nearly trebled, increased to Mauritius, the Straits Settlements and Vancouver, decreased 25 per cent. to San Francisco, and totally ceased to Deli.

1885.	1886.	1887.	1888.	1889.	1890.	1891.
57,517	64,522	82,897	98,135	47,849	42,966	45,162

IMMIGRATION.

1885.	1886.	1887.	1888.	1889.	1890.	1891.
80,773	83,704	92,375	93,300	99,315	101,147	105,199

REGISTRY OF SHIPPING.

15.—During the year 4 vessels of 2,629 tons were registered under the provisions of the Merchant Shipping Act 1854, and 5 certificates of registry with a total of 1,156 tons were cancelled. Return No. XVIII. shows the remainder of the work done in this branch.

MARINE MAGISTRATE'S COURT.

16.—147 cases were heard in this Court with 311 defendants. Refusal of duty (15) and obtaining fraudulent passage, *i.e.* stowaways (7) were the principal offences in the case of ships. Breach of Harbour Regulations (34) and leaving without clearance (15) in the case of junks. A number of cases of "anchoring in prohibited places" (junks) have been tried in the Police Court. The number of cases of "carrying excess of passengers" (steam-launches, 10, was heavy. Three certificates of steersmen were suspended for six months each.

(To be continued.)

DISASTROUS COLLISION ON THE COAST.

TOTAL LOSS OF THE GERMAN STEAMER "PEKING."

Intelligence has been received here by wire of the loss of the German steamer *Peking*, Captain F. Schultz. The telegram, forwarded from Shanghai to Messrs. Siemssen & Co., the agents of the steamer, was as follows:—"*Peking* is a total loss; has been run into while at anchor by *Fushun*, Friday, 5 o'clock p.m., during a fog near Elliot. Crew and passengers saved."

From the above and from telegraphic information received by the China Merchants' S. N. Co. we gather that the steamer *Peking*, which was on her passage down from Wuhu to Hongkong with a cargo of rice, after passing Gutzlaff was into a thick fog, and Captain Schultz, like a careful mariner, concluded to anchor near Elliot Island. While lying there at anchor hidden by the fog, the China Merchants' S. N. Co.'s steamer *Fushun*, Captain Creed, thinking her passage up to Shanghai from Hongkong, ran into the *Peking* at 5 p.m. on the 6th inst. The *Peking* sunk shortly afterwards, but the *Fushun* succeeded in saving the crew and passengers and took them on to Shanghai. The cargo of the *Fushun* sustained no injury, but the sustained considerable damage forward, and her fore compartment was filled with water. It is expected it will take seven or eight days to effect the necessary repairs to her.

The *Peking* was a well-known and popular coaster, having been running here upwards of eleven years. She was a vessel of 954 tons, was built in England for Messrs. Watts, Milburn & Co., and ran for many years with other vessels belonging to the same owners under the English flag. They were, however, all sold a few years back, and transferred to the German flag. The *Peking*, we are informed by Messrs. Siemssen & Co., was fully insured in a Hamburg office.

A. S. WATSON & CO., LIMITED.

The ordinary general meeting of the shareholders in this Company was held at the Hongkong Dispensary yesterday afternoon. There were present Mr. John D. Humphreys (in the chair), Messrs. J. M. E. Machado, H. Humphreys, J. Grant, W. W. Sutton, E. K. Chandler, F. Rapp, H. Crawford, S. H. Josenh, S. E. Levy, G. T. Veitch, John A. Jupp, R. Isherwood, S. Kelly, G. Snelling, S. S. Benjamin, and A. H. Mancell (Secretary.)

The intimation convening the meeting having been read,

The CHAIRMAN said he should like to know if any gentleman had any question to ask so that he might embody his answer in the remarks which he had to make.

Mr. CRAWFORD asked that a reply might be given to the rumours which were in circulation as to the financial position of the Company.

The CHAIRMAN said—Gentlemen, before asking you to confirm the report and statement of accounts which have been presented to you, I will make a few remarks, in the course of which I will refer to the rumours that have been brought to my notice by the shareholders, and concerning which I was informed I would be asked questions at this meeting. A rumour has been in circulation in respect of $36,848,891 set down as due by our customers, which is said to be unduly large for a business like yours. I asked one of our shareholders, Mr. Crawford, as to this, and he was surprised at the smallness of the amount, which represents really about two months' booking and ours, it must be remembered, is a credit business. This rumour has been widely circulated by a few persons who are not shareholders in the Company, but as you will see from the report due provision has been made for all bad and doubtful debts, and the correctness of this statement of accounts is vouched for by myself as your General Manager and by the auditor. Yet it has been rumoured in the Colony that this amount of $36,000 is mostly made up of bad and doubtful debts. All that I will say of the persons circulating these rumours knowing them to be false is that I would rather have their bad word than their good. The total or gross amount of our bills of parcels account is $123,281.01, of which during a period of many years $33,412.10 has been written off to the debit of profit and loss absolutely. The full amount, however, as stated, is still shown in our trade ledgers, and our accounts against the people still owing are still kept open for the sake of convenience and to prevent their being supplied with more goods if, after a lapse of two years, they should endeavour to obtain them. The amount which is put into the report is absolutely net. It may be looked upon practically as cash, for the great bulk of it is collectable within two months from the end of the year. I may say in point of fact that for the first four months our collections on bills of parcels account are nearly equal to double the amount given as due by customers at the end of the year. I will next refer to the question of the liabilities of the Company. It has been pointed out to me that rumours have been circulating that the Company is largely in debt, and that the increase of capital which was unanimously voted at one meeting of the shareholders about a year ago and confirmed at another, and which I then stated to be required for the purpose of increasing the stock of the Company and for the development of new business—that this money has been called up now after the lapse of a year to meet financial difficulties. It is almost unnecessary to go into the question, but I will do so. It stands to reason that your accounts having been audited by a responsible official of the Hongkong and Shanghai Bank, if such a thing is the case it would be impossible—utterly impossible—for any shareholder to finance the amount of his shares at the Bank. (Applause.) The information would be known to him in detail, and it would be known to him about a fortnight ago. Now, about these liabilities. They are set down here at $131,085.53. That is in round numbers $20,000 more than at the end of the year before. Against this it will be seen that your stock is increased by $35,000, so that in reality your outstanding debt has been practically decreased by $15,000. The amount so far from being a large one—and I believe it is much less at the present moment—(hear, hear)—is a very small one if you consider the area which this business covers and a portion of the money is on mortgage which existed in my time, when the business belonged to me, of $80,000 on the Victoria Exchange. The rest is more or less nominal sum. Every man of business must know that a large going concern must owe money. In London, for instance, accounts not due must be owing, nearly every firm in the city having a weekly pay-day, and they expect statements of the amounts they have to pay presented to them two or three days before. Here in Hongkong nobody has ever sent in an account on our pay day—the 15th of the month—which, if due, has not been paid. (Hear, hear). The total amount, if you deduct the sum I have just stated, so far from being large is exceedingly small, and a great many of our accounts are paid on fourteen days' credit for the sake of securing cash discount. I think you will consider that the report and statement of accounts are very satisfactory, if not the very best ever submitted to you, if you take into consideration the fall in exchange and the generally depressed state of trade. I propose that the report and statement of accounts which have been presented to you be accepted and confirmed by you.

Mr. LEVY seconded, and the motion was unanimously carried.

The CHAIRMAN, in intimating that the dividend warrants would be ready to-day, remarked that so far as the Company had gone this year the business was considerably in excess of that for the same period of 1891.

The meeting then separated.

THE STEAM-LAUNCH QUESTION.

ANOTHER REPLY FROM THE GOVERNMENT.

The following reply has been received to the presentment made in writing recently by the deputation appointed at a public meeting of private steam-launch owners to represent to His Excellency the Governor the inconveniences imposed upon launches and cargo boats by the provisions of the Merchant Shipping Consolidation Ordinance, 1891:—

Colonial Secretary's Office.
Hongkong, 6th May, 1892.

A. M. Marshall, Esq. Hon. Secretary to the Deputation of Launch Owners.

Sir,—The Governor in Council has carefully considered your letter of 25th ultimo in which you apply, on behalf of the deputation of launch owners, for certain further concessions in addition to those specified in my letter of 4th ultimo, and I am now directed to convey to you for the information of the deputation the decision at which he has arrived.

2.—Steamships under 60 tons when being used solely for purposes of pleasure are to be exempted from subsections 11, 12, 13, 14, 15, 17, 18, and 20 of Section 7 of Ordinance 26 of 1891. Subsections 21, 22, and 23 of the same section should be repealed and replaced by subsections providing for an annual survey of the boilers of unlicensed steamships under 60 tons by the Government Marine Surveyor or by his assistant, or by some other person authorised by the Government in that behalf, for the issue of a certificate that the requirements of such surveyor have been complied with, and for the penalty of a fine in case the ship be used before such certificate has been obtained. Clause 10 of table U in the schedule to the Ordinance should be amended by the insertion of the words "if so required" between the words "shall" and "furnish."

3.—An Ordinance giving effect to this decision will be introduced into the Legislative Council at its next sitting.

4.—His Excellency regrets that for the reasons stated in my letter of 4th ultimo he is unable to direct the exemption of cargo boats and lighters from the payments prescribed by table U in the schedule to the Ordinance No. 26 of 1891.

5.—I shall be glad to receive, for submission to His Excellency, a list of the persons whom the deputation may desire to be authorised by the Governor to survey boilers and grant certificates of such survey.

I have the honour to be, Sir, your most obedient servant,

G. T. M. O'BRIEN,
Colonial Secretary.

SUPREME COURT.

9th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. JUSTICE FIELDING CLARKE, ACTING CHIEF JUSTICE.

AN INDIAN PARTNERSHIP.

In this case, which was a suit for a dissolution of partnership between two Indians, and in which certain accounts were disputed, Mr. Holmes appeared for the plaintiff and Mr. Grist (of Mr. Wilkinson's office) for the defendant.

Mr. Holmes said that since the adjournment on Friday he had gone into the questions involved in the suit, and he found that the parties interested carried on the business in different places, one being in Hongkong, another at Singapore, and a third at Manila. The plaintiff was a partner at the time it was agreed between him and the senior partner at Manila to wind up, and he came to Hongkong for the purpose. Since his arrival there had been a dispute about various accounts; and if his Lordship approved of deferring the case to some future day, it would perhaps suit all parties.

Mr. Grist asked his Lordship to make an order that the writ be amended.

His Lordship—It seems to me that if the head office is at Manila the dissolution ought to be effected there.

Mr. Holmes—The senior partner is at Manila, but there is a shop here and a branch there.

Mr. Grist—The accounts of the manager here are quite separate from the accounts of the manager at Manila.

His Lordship—But the accounts of the Manila business will have to be brought in.

Mr. Holmes—There appears to be no other way of coming to a settlement

His Lordship—If I understood you appeared for all the partners, I might go on in this form. I don't think you are in a condition to apply for a dissolution. I had better dismiss the suit.

Mr. Holmes—They are willing to take the accounts here.

His Lordship—I cannot proceed in this form of action. Better strike it out, and you may settle the dispute by arbitration or by proceeding in proper form. It would be better if the parties could arrange it among themselves, for a partnership dispute is always attended by considerable expense.

Mr. Grist, in answer to his Lordship, said he could not consent to the order being dismissed without costs.

His Lordship—Then I must strike it out with costs.

REPORTS.

The Danish steamer *Isk*, from Haiphong 6th May, had S.S.E. wind, light breeze and smooth sea.

The British steamer *Zambesi*, from Victoria, and Honolulu 2nd April, had fine weather throughout.

The British steamer *Sisnan*, from Saigon 4th May, had fine clear weather with light variable winds, when nearing port moderate E.S.E. winds.

The Chinese steamer *Kangping*, from Tientsin 2nd May, and Chefoo 3rd, experienced light variable winds and fine weather throughout to Chefoo. From Chefoo light variable winds and fine weather to Hsishan; from thence to Brothers dense fog, and from thence to port light variable winds and fine weather.

The British steamer *Catterthun*, from Sydney 15th April, experienced strong southerly gale with very heavy sea to Seal Rocks. From thence to Thursday Island light southerly and S.E. winds with fine weather, which continued across the Gulf of Carpentaria to Port Darwin. From Port Darwin to Hongkong a continuation of light variable winds and fine weather. On leaving Sydney the ship's passenger accommodation was taxed to its utmost, she having on board no less than thirty-five saloon passengers, besides sixty in other classes. Amongst the passengers for Port Darwin was the new Government Resident, the Hon. Mr. Justice Dashwood, and family. The *Catterthun* has had a very fine passage, and the passengers one and all have expressed themselves highly satisfied, having spent a most enjoyable trip. Several proceed on with the ship to Japan.

SHANGHAI SHIPPING.

ARRIVALS.

April—
2, Vorwaerts, German str., from Nagasaki.
2, Chingtu, British str., from Hongkong.
3, Guthrie, British str., from Australia.
3, Fungshui, Chinese str., from Tientsin.
3, Ningpo, German str., from Hongkong.
3, Liensheng, British str., from Tientsin.

DEPARTURES.

April—
2, Fei Ho, Chinese R.C., for North Channel.
3, Akashi, Japanese str., for Nagasaki.
3, Foima, British str., for Tientsin.
3, El Dorado, British str., for Tientsin.
3, Hsin-yu, Chinese str., for Tientsin.
3, Heinsheng, Chinese str., for Tientsin.
3, Kwongsang, British str., for Chefoo.
3, Baikal, Russian str., for Japan.
3, Chingping, Chinese str., for Tientsin.
3, Oscarshal, Nor. str., for Chefoo.
3, Haechang, Chinese str., for Wenchow.

THE WEATHER.

METEOROLOGICAL REGISTER.
8TH MAY, AT 4 P.M.

STATION.	Barometer reduced to sea level & 32° Fahr.	Temperature.	Humidity.	Direction.	Force.	Weather.	Rain last 24 hours.
Windivostock	—	—	—	—	—	—	—
Tokio	30.03	—	—	S	4	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.87	78	84	S	1	c	—
Foochow	—	—	—	—	—	—	—
Amoy	29.91	76	89	SE	2	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.84	80	—	E	3	c	—
Hongkong	29.85	76	93	E	1	or	—
Victoria Peak	—	—	—	E	4	—	—
Canton	29.83	79	—	S	—	or	—
Macao	29.86	83	83	SE	1	c	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.77	86	46	S	3	c	—
Bolinao	29.88	89	77	SSW	2	b	—
Manila	29.70	88	60	SW	4	b	—
Cape S. James	—	—	—	—	—	—	—

ONE MAY, AT 10 A.M.

Windivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.87	73	96	SSE	1	c	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Hongkong	29.83	79	84	ESE	1	c	0.02
Victoria Peak	—	—	—	SSE	4	—	—
Canton	29.86	79	89	S	2	c	—
Macao	29.87	87	73	SE	1	c	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.75	81	93	SE	2	c	—
Bolinao	29.85	90	76	W	2	c	—
Manila	—	—	—	—	—	—	—
Cape S. James	—	—	—	S	3	b	—

Barometer falling. Gradients moderate for S.E. winds. Weather cloudy, hot, and damp. (Issued at 10.47 a.m.)

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.85	29.86	29.75
Temperature	76	79	82
Humidity	95	84	71
Direction of wind	E.	E.S.E.	S.S.E.
Force	1	1-1	1
Weather	cr.	c.	cy.
Rain	—	0.02	—

Highest open air temperature on the 8th 78
Lowest open air temperature on the 8th 70

1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND in two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: a. blue sky; c. cloud; cl. clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew; wet.

W. DOBERCK,
Hongkong Observatory, May 9th, 1892.

MESSRS. FALCONER & CO.'S REGISTER, MAY 9TH.

Barometer 9 A.M.	29.89	Therm. 9 A.M. (Wet bulb)	78
Barometer 1 P.M.	29.82	Therm. 1 P.M. (Wet bulb)	77
Barometer 4 P.M.	29.76	Therm. 4 P.M. (Wet bulb)	77
Thermom. 6 A.M.	80	Therm. Maximum	84
Thermom. 9 P.M.	84	Therm. Minimum	79
Thermom. 3 A.M.	80	Rain	77

COMMERCIAL INTELLIGENCE.

MONDAY, 9TH MAY.

HONGKONG QUOTATIONS.
EXCHANGE.

ON LONDON.
Telegraphic Transfer 2/9½
Bank Bills, on demand 2/9½
Bank Bills, at 30 days' sight 2/10
Bank Bills, at 4 months' sight 2/10½
Credits, at 4 months' sight 2/10½
Documentary Bills, 4 months' sight 2/10½
ON PARIS.—
Bank Bills, on demand 3.55
Credits, at 4 months' sight 3.63
ON GERMANY.—
On demand 2.87
ON NEW YORK.—
Bank Bills, on demand 68½
Credits, 60 days' sight 70½
ON BOMBAY.—
Telegraphic Transfer 220
Bank, on demand 220½
ON CALCUTTA.—
Telegraphic Transfer 220
Bank, on demand 220½
ON SHANGHAI.—
Bank, at sight 72
Private, 30 days' sight 72½
SOVEREIGNS, Bank's Buying Rate 6.92

JOINT STOCK SHARES.

COMPANY.	PAID UP	QUOTATIONS.
Banks—		
Hongkong & S'hai.	$125	165 p.ct. pm.= $256.25, buyers
China, Japan, &c...	£1.6	$6½, buyers
Do., Founders	£1	£25
Nat. Bank of Ch...		
A. Shares	£5.10	nom.
B. Shares	£5.10	32 p. ct. dis.
Foun. Shares	£1	$200, buyers
New Oriental	£10	£10
Brown & Co., H. G.	$50	$32, sellers
Campbell, Moore & Co.	$10	$4, nom.
China Borneo	$55	$7, sellers
China Sugar	$100	$137
Chinese Loan '84 C.	$500	14 p. ct. pm. buyers
Chinese Loan '86 E.	Tls. 250	10 p. ct. pm. buyers
Cruickshank & Co.	$50	$8, buyers
Dairy Farm Co.	$10	$5½
Fenwick & Co., Geo.	$25	$14
Green Island Cement	$50	$8, sellers
H. Brick & Cement	$21.50	$10, nom.
H. & C. Bakery	$50	$65
Hongkong & C. Gas	£10	$120, sellers
Hongkong Electric	$8	$9½, sellers
H. H. L. Tramways	$100	$45, sellers
Hongkong Ice	$25	$70
H. & K. Wharf & G.	$50	$51
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$103, sellers
H. & W. Dock	$125	78 p. ct. pm.= $222.50, sellers
Hotels—		
Austin Arms	$50	$7
Hongkong Hotel	$50	$40, sellers
Do. New Issue	$25	nom.
Shameen	$15	$10, nom.
Insurances—		
Canton	$50	$102, sellers
China Fire	$20	$83, sellers
China Traders'	$25	$61, sellers
Hongkong Fire	$50	$280, sellers
North-China	£50	Tls. 255, sellers
Singapore	$20	$8½, buyers
Straits Fire	$20	$15½
Straits Marine	$20	$16½, sales
Union	$25	$89
Yangtsze	$100	$168, sellers
Lubuk Planting	$50	$2
Land & Building—		
H. Land Investm't	$50	$50
Kowloon Land & B.	$30	$10, sellers
Peak Building	$15	nom.
Humphreys Estate	$100	$186
West Point Buildg.	$40	$23, sellers
Luzon Sugar	$100	$30, sales
Mining—		
Balmoral Gold	$10	15 cts.
Charbonnages	$131.58	$200
Ipuris	$6.31	$1.50
Jelebu	$5	$7, sales
Punjom	$10	90 cents
Raubs	16s. 1d.	55 cts.
Selama	$5	$1, sellers
Do.	$2	10 cts. sales
Steamship Coys.—		
China & Manila	$50	$30, sellers
Douglas S. S. Co.	$50	$36
H., Canton, & M.	$20	$33, sellers
Indo-China S. N.	£10	30 p. ct. dis.
Steam Launch	$30	$30, nom.
Wchai Warch'se Co.	$37½	$40
Watson & Co., A. S.	$10	$10½, buyers

E. & S. COXON,
Stock Brokers.

OPIUM.

	Per Picul.	Allowance.
New Malwa	$510	4 to 5½ catties.
Old Malwa	$520	1 to 2½ "
Older Malwa	$530	½ to 2 "
Oldest Malwa	$540	0 to 1½ "
Patna (New)	$560	per chest.
Patna (Old)	$560	" "
Benares (New)	$525 to $530	" "

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noises in the Head of 14 years' standing by a new method will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's-place, Kennington Park, London, S.E., Eng. 632

A. S. WATSON & CO., LIMITED.

ISSUE OF 10,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution, the GENERAL MANAGER of A. S. WATSON & CO., LIMITED, hereby invites applications from the SHAREHOLDERS of the COMPANY for the ISSUE of 10,000 NEW SHARES of $10 each at a Premium of 50 per cent., or $15 a Share.

Each Registered Shareholder on the 31st day of MAY next applying for the New Issue will be entitled to one Share for every Five Shares registered in his name. Shares remaining unallotted in respect of incomplete numbers of Five Shares and Shares not applied for by those entitled to apply will be allotted among the General Manager and the Company's staff.

Applications for Shares in the New Issue will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION in Hongkong from the 1st to the 4th day of JUNE next, both days inclusive, and the whole amount applied for will be payable on application.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 1st to the 4th day of JUNE next, both days inclusive.

The present paid up Capital of the Company is $500,000 divided into 50,000 Shares of $10 each, and the New Issue is required to increase the Capital of the Company to $600,000 divided into 60,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The last Dividend paid by the Company was on the 5th November, 1891, being an Interim Dividend at the rate of 14 per cent. per annum on account of that year, and the Final Dividend for 1891 will be payable in May next. The New Issue will rank for the Interim Dividend to be declared in November next on account of 1892.

Forms of application for the New Issue can be obtained at the COMPANY'S OFFICES over the Hongkong Dispensary or at the HONGKONG AND SHANGHAI BANK.

By Order,
A. H. MANCELL,
Secretary.

Hongk

TO LET

TO BE LET.

FURNISHED, "ROSE VILLAS WEST," BONHAM and ROBINSON ROADS.

"BREEZY POINT," ROBINSON ROAD.
ROOMS on SECOND FLOOR of TELEGRAPH HOUSE.
No. 1, End House, "MOUNTAIN VIEW," THE PEAK.
"KOWLOON POINT," approaching completion, in suites or single rooms; three minutes' walk from Steam Ferry every quarter of an hour.
LAND for COAL STORAGE at WEST POINT, deep water frontage, and at KOWLOON.
GODOWNS, WEST.
GODOWNS at KOWLOON POINT.
GODOWNS at EAST POINT.
Apply to
SHARP & Co.,
Telegraph House.
Hongkong, 10th May, 1892. [38

TO LET,
FURNISHED OR UNFURNISHED.

FOR CREST, VICTORIA PEAK, overlooking both Sea and Harbour. Near Tram. Five Rooms. Two Drying Rooms. Tennis Court.
Apply
L. DOWNES.
Hongkong, 26th March, 1892. [752

TO LET.
IMMEDIATE POSSESSION.

THE HOUSE "CREGGAN" at the PEAK. Best position.
Apply to
M. S. SASSOON & Co.
Hongkong, 27th November, 1891. [50

TO LET.

A SIX-ROOMED HOUSE, on ROBINSON ROAD.
Apply to
X. Y.,
Daily Press Office.
Hongkong, 5th April, 1892. [821

TO LET.

NO. 27, MOSQUE STREET. Gas and Water laid on.
Apply
No. 4A UPPER MOSQUE TERRACE.
Hongkong, 3rd May, 1892. [1024

WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

TO LET.
POSSESSION FROM 1ST MAY.

THE FIRST FLOOR of No. 10, PRAYA EAST, consisting of 3 Rooms, Bathroom, and Servants' Quarters. Rent moderate.
Apply to
MEYER & CO.,
General Managers.
Hongkong, 7th April, 1892. [838

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th May, 1892. [1038

TO LET.

"THE DEN." FURNISHED, (for Summer Months.)
"TUSCULUM," at MAGAZINE GAP.
FIRST FLOOR No. 1, BLUE BUILDINGS.
GODOWN, (under Messrs. Douglas Lapraik & Co.'s Offices).
GODOWN, No. 1A, BLUE BUILDINGS
"STILLINGFLEET," THE ALBANY.
SEMI-DETACHED HOUSES at MAGAZINE GAP.
No. 2 & 3A, STAUNTON STREET, (Corner of the Old Bailey).
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th May, 1892. [1039

TO LET.

NO. 4, ROBINSON HILL. IMMEDIATE POSSESSION.
No. 3, WEST TERRACE, from JUNE 1st.
No. 5, QUEEN'S GARDENS. IMMEDIATE ENTRY.
Apply to
G. C. ANDERSON.
13, Praya Central.
Hongkong, 3rd May, 1892. [1008

TO LET.

THE FAMILY RESIDENCE "CRAIGIELLACHIE," with Stabling.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st February, 1892. [296

TO LET.

A SMALL GODOWN at WANCHAI. Rent $40.
Apply to
LINSTEAD & DAVIS.
Hongkong, 19th March, 1892. [688

TO LET.

DESIRABLE OFFICE on FIRST or SECOND FLOOR, and GODOWNS, No. 13, PRAYA CENTRAL.
Apply to
STOLTERFOHT & HIRST.
Hongkong, 22nd May, 1891. [40

TO BE LET OR SOLD.

NO. 7, "MOUNTAIN VIEW," PEAK, 5 Good Rooms.
Gas and Water laid on.
If sold part of the purchase money can remain on Mortgage.

TO BE LET.

"WESTBOURNE VILLA," 5 Rooms.
CHAMBERS and SUITES of APARTMENTS at "WILD DELL BUILDINGS."
Apply to
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
Hongkong, 29th April, 1892. [796

TO LET.

NO. 41, ELGIN TERRACE.
Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd May, 1892. [1018

TO BE LET,
FROM 1ST JUNE NEXT.

SECOND FLOOR, DUDDELL STREET No. 3.
Apply to
EDUARD SCHELLHASS & CO.
Hongkong, 3rd May, 1892. [1019

TO LET.

NO. 3, LOWER MOSQUE TERRACE.
Apply to
CHAN YAU,
Nos. 1 & 2, Lower Mosque Terrace.
Hongkong, 2nd May, 1892. [1013

TO LET,
HEALTHILY SITUATED RESIDENCE, PEAK.

"HILLSIDE," lately occupied by G. Stewart, Esq.
No. 12, CAINE ROAD, lately occupied by F. W. Watts, Esq.
WEST END TERRACE (BONHAM ROAD).
Apply to
SPANISH PROCURATION.
Hongkong, 2nd May, 1892. [913

TO LET.

HOUSE to let, No. 13, HOLLYWOOD ROAD.
TUSCULUM, MAGAZINE GAP.
No. 2, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE.
No. 10, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 29th April, 1892. [53

TO LET.
WITH IMMEDIATE POSSESSION.

THE TOP FLOOR of GIBB, LIVINGSTON & Co.'s Hong, consisting of Five Spacious Rooms and Three Bath Rooms, suitable either as Offices or Dwelling Apartments.
Apply to
GIBB, LIVINGSTON & Co.
Hongkong, 30th April, 1892. [997

For Sale

FOR SALE.

HOCKS
FROM
LEON VON BECKERATH, RUDESHEIM.

LAUBENHEIMER	$ 4.50	1 doz. qts.
GRAACHER	$ 6.00	" "
BRANNEBERGER	$ 7.00	" "
ZELTINGER AUSLESE	$ 8.00	" "
"	$ 9.00	2 " pts.
SCHARLACHBERGER	$ 8.00	1 " qts.
"	$ 9.00	2 " pts.
NIERSTEINER BERG	$ 9.00	1 " qts.
RUDESHEIMER	$10.00	1 " "
" ORLEANS	$12.00	1 " "
LIEBFRAUMILCH	$16.00	1 " "

Apply to
EDUARD SCHELLHASS & CO.,
Agents.
Hongkong, 31st October, 1891. [922

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1889 WHITE SEAL
$26 ..... per case of 1 dozen quarts.
$27 ..... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s CLARET, CHATEAU LAROSE.
$14 ..... per case of 1 dozen quarts.
$15 ..... per case of 2 dozen pints.
PONTET CANET.
$1[illegible] ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$8 ..... per case of 1 dozen quarts.
$9 ..... per case of 2 dozen pints.
LORMONT.
$5.50 ..... per case of 1 dozen quarts.
$6.50 ..... per case of 2 dozen pints.
JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.
$9 ..... per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st March, 1892. [27

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE	RED SEAL (medium dry).	
Do. "sec"	RED FOIL	(dry).
Do.	GOLD FOIL	(dry).
DRY Do.	do.	(extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1611

FOR SALE.
BEST STEAM COAL.

THE Undersigned beg to inform the Public that they have been appointed AGENTS in HONGKONG for the SAI PANG and SAI MEI COAL MINING COMPANY, of KOBE, and are now prepared to supply COALS of the said Mines at the most reduced and moderate prices.
Samples of these Coals were duly tested by Mr. ANDREW JOHNSTON, Engineer Surveyor, and found, as per Certificate, to be clean and good burning Coal.
An inspection is respectfully invited.
TOONG TAI CHEONG & CO.,
Collieries' Agency.
21, Central Praya.
Hongkong, 4th November, 91. [1032

FOR SALE.

1 HORIZONTAL SUGAR CANE MILL, the Rollers are 30" in dia. by 72" long, with one 40 H.P. N. Engine, Gearing and Boiler, Capable of Crushing 300 tons of Cane per day. 1 Horizontal Sugar-Cane Mill, the Rollers are 26" in dia. by 54" long, with one 25 H.P. N. Engine, Gearing and Boiler, Capable of Crushing 150 tons of Cane per day. 4—42" Centrifugal Sugar Curing MACHINES with 2 Double Driving Engines. 1 JIB CRANE to lift 3 tons, suitable for a Wharf or Lighter. 1—6 H.P. N. Portable BOILER and ENGINE with enlarged fire back for burning Wood or Coal. Horizontal and Vertical DRIVING ENGINES, and BOILERS various sizes up to 30 H.P. N. 1 Launch's ENGINE suitable for a boat about 110ft. long. 1 PLANING MACHINE to plane 13" by 4" by 2½". 1—17" Centre Screw Cutting Loose Bed LATHE. 1 PUNCHING and SHEARING MACHINE. 1 Plate Bending MACHINE. EMERY TOOL GRINDERS
A FIVE BARRELLED NORDENFELT MACHINE GUN, 450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breech are handsomely Nickel-plated.
16" Centre Screw Cutting Brake LATHE, Screw Cutting LATHES of various sizes, Slotting MACHINES, SHAPING MACHINES, Radial Drilling MACHINES, Drilling MACHINES, Screw Cutting MACHINES. TAPS and DIES various sizes, Horizontal and Diagonal STEAM WINCHES, Patent STEAM WINDLASSES, Patent Steam and Hand Power Steering GEAR, Steam PUMPS, Steam Donkey PUMPS, Centrifugal PUMPS, Force PUMPS, Weston's Patent BLOCKS and CHAINS, Punching BEARS, Single and Double Purchase Crab WINCHES, HYDRAULIC JACKS, Overhead TRAVELLERS, Hand Power DRIVING WHEELS, Shafting and Pulleys. 1 Hand Power RICE SHELLING MACHINE. Hand Power Steel FLOUR MILLS, and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. Just arrived from Scott and Brothers:—1—3 cwt. Steam HAMMER, Cylinder 6½" in dia. by 16" stroke. 1 PUNCHING and SHEARING MACHINE, to Punch and Shear ¾" plates, and one 6" and one 7" Centre Screw Cutting LATHES.
For any further particulars apply to the Machinery Godown, No. 3 Cross Lane, Wanchai, near No. 2 Police Station.
Hongkong, 9th November, 1891. [1527

COMPANIA GENERAL DE TABACOS DE FILIPINAS,

MANILA.

TOBACCO GROWERS AND MERCHANTS, AND MANUFACTURERS OF CIGARS, CIGARETTES, AND CUT TOBACCOS.

ESTABLISHED 1881.

CAPITAL £3,000,000

Awarded in Eight Exhibitions sundry Gold Medals, First Prizes, Diplomas of Honour, and First Order of Merit,

Gold Medal at Paris, 1889.

All orders should be addressed to the Sole Agents for Hongkong, Messrs. ARNHOLD KARBERG & Co.

The Steamers of the Compania Trasatlantica from Barcelona to Manila and vice versa will call at Lisbon every 22 days and will receive Cargo and Passengers there. [580

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA SUEZ CANAL	Ravenna	Brit. str.	Crowe	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON VIA SUEZ CANAL	Polyphemus	Brit. str.	Lee	Butterfield & Swire	On 14th inst.
BREMEN & PORTS OF CALL	Bayern	Ger. str.	Engelbart	Melchers & Co.	On 29th inst., at 10 A.M.
MARSEILLES VIA SAIGON, &c.	Melbourne	Fren. str.	Vimont	Messageries Maritimes	On 18th inst., at Noon.
HAVRE, LONDON, H'BURG, &c.	Breconshire	Brit. str.	Jackson	Dodwell, Carlill & Co.	On or about 18th inst.
VANCOUVER, VIA S'HAI, &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 28th inst., at Noon.
VICTORIA, B.C., & P'LAND, &c.	Zambesi	Brit. str.	Edwards	Gibb, Livingston & Co.	On 17th inst., at 1 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Rio	Amer. str.		P. M. S. S. Co.	To-day, at 1 P.M.
SAN FRANCISCO VIA Y'HAMA, &c.	Gaelic	Brit. str.		O. & O. S. S. Co.	On 21st inst., at 1 P.M.
SAN FRANCISCO	Wm. J. Rotch	Amer. sh.	Bray	Shewan & Co.	Quick despatch.
SAN FRANCISCO	Charmer	Amer. sh.		Melchers & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Changsha	Brit. str.	Williams	Butterfield & Swire	On 12th inst., at Noon.
NEW YORK VIA SUEZ CANAL	Port Adelaide	Brit. str.	Jamieson	Dodwell, Carlill & Co.	On or about 19th inst.
NEW YORK	William H. Smith	Amer. sh.	Brown	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	Sterling	Amer. sh.	Goodwin	Reuter, Brockelmann & Co.	Quick despatch.
BOMBAY VIA SINGAPORE, &c.	Bormida	Ital. str.	F. Susini	Carlowitz & Co.	To-day, at Noon.
SANDAKAN & KUDAT	Memnon	Brit. str.	Branch	Butterfield & Swire	To-morrow, at 11 A.M.
STRAITS & BOMBAY	Teheran	Brit. str.	Tocque, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.
STRAITS & BOMBAY	Lombardy	Brit. str.	Cole	P. & O. S. N. Co.	On 13th inst., at Noon.
STRAITS & CALCUTTA	Kutsang	Brit. str.	Jackson	Jardine, Matheson & Co.	On 14th inst., at Noon.
YOKOHAMA, VIA N'SAKI & KOBE	Ancona	Brit. str.	Madie	P. & O. S. N. Co.	On 14th inst., daylight.
Y'HAMA, KOBE, & NAGASAKI	General Werder	Ger. str.	Blanke	Melchers & Co.	On or about 11th inst.
YOKOHAMA & KOBE	Kriemhild	Ger. str.	Ehlers	Siemssen & Co.	To-day, at 4 P.M.
KOBE & YOKOHAMA	Hiroshima Maru	Jap. str.	Pyne	Geo. R. Stevens & Co.	On 17th inst.
SHANGHAI, KOBE, & Y'HAMA	Strathleven	Brit. str.	Cormack	Dodwell, Carlill & Co.	On or about 12th inst.
SHANGHAI	Bombay	Brit. str.	Bason	P. & O. S. N. Co.	To-morrow, at 4 P.M.
SHANGHAI	Bayern	Ger. str.	Engelbert	Melchers & Co.	Quick despatch.
SWATOW, AMOY, & TAMSUI	Formosa	Brit. str.	Bathurst	Douglas Lapraik & Co.	To-day, at Noon.
MANILA VIA AMOY	Sungkiang	Brit. str.	Dodd	Butterfield & Swire	To-morrow, at 5 P.M.
MANILA VIA AMOY	Esmeralda	Brit. str.	Taylor	Shewan & Co.	To-day, at 5 P.M.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Bathurst, will be despatched for the above Ports TO-DAY, the 10th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th May, 1892. [1054

FOR YOKOHAMA AND KOBE.
THE Steamship
"KRIEMHILD,"
Captain T. Ehlers, will be despatched for the above Ports TO-DAY, the 10th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 6th May, 1892. [1049

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA,"
Captain G. Tayler, will be despatched for the above Port TO-DAY, the 10th inst., at 5 P.M.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 7th May, 1892. [1053

FOR SANDAKAN AND KUDAT.
(Taking through cargo for SULU, MENADO, and GORONTALO.)
THE Company's Steamship
"MEMNON,"
Captain Branch, will be despatched as above TO-MORROW, the 11th inst., at 11 A.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th May, 1892. [998

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"GENERAL WERDER,"
Captain B. Blanke, will leave for the above Ports on or about TO-MORROW, the 11th inst.
For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th May, 1892. [7

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO ... TUESDAY, May 10
CHINA ..... THURSDAY, June 2
CITY OF PEKING ..... SATURDAY, June 25

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO VIA YOKOHAMA, on TUESDAY, the 10th MAY, 1892, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. } $225.00
To Liverpool and London $325.00
To Paris and Bremen $345.00
To Havre and Hamburg $335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months $337.50
12 " $393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 18th April, 1892. [3

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN Ports up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
THE Company's Steamship
"BORMIDA,"
F. Susini, Master, will be despatched as above TO-MORROW, the 11th May, at NOON.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
Hongkong, 10th May, 1892. [6

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "RAVENNA," Captain E. Crowe, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL on THURSDAY, 12th May, at NOON.
Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.
For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.
H. H. JOSEPH,
Superintendent.
Hongkong, 3rd May, 1892. [1

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.
(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN	Saturday	28th May.
EMPRESS OF CHINA	Saturday	18th June.
EMPRESS OF INDIA	Saturday	9th July.

THE R. M. S.
"EMPRESS OF JAPAN,"
Lieut. G. A. Lee, R.N.R., Commander, sailing at NOON, on SATURDAY, the 28th MAY, with Her Majesty's Mails, will proceed to VANCOUVER, VIA SHANGHAI, KOBE, INLAND SEA, and YOKOHAMA.
RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares	Prepaid Return 4 Mos.	Prepaid Return 12 Mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C. / Port Townsend, Seattle, Tacoma, Wash / Portland, Oro., San Francisco.	225	338	394
Banff, Calgarry, Alba.	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn / Chicago, Ill., Kansas City, St. Louis, Mo	285	428	499
Milwaukee, Wis / Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	295	443	517
Hamilton, London, Toronto, Ont. / Buffalo, Niagara Falls, N.Y. / Kingston, Ottawa, Ont., Montreal, Quebec, Que. / New York, Albany, Troy, Rochester, N.Y.	305	458	534
Baltimore, Md., Philadelphia, Pittsburg, Pa. / Washington, D.C., Boston, Mass., Portland, Me. / Halifax, N.S., St. John, N.B.	310	465	543
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	1st Class	Passage
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.
The Steamers call at Victoria to land and embark Passengers.
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.
Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Points.
CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, C. P. R., Vancouver, B.C.
PARCELS must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage and Freight, apply to.
E. HOLLOWAY,
General Agent.
Hongkong, 9th May, 1892. [8

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship
"STRATHLEVEN,"
Captain Cormack, will be despatched as above on or about THURSDAY, the 12th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th May, 1892. [1037

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"POLYPHEMUS,"
Captain Lee, will be despatched as above on SATURDAY, the 14th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd May, 1892. [836

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, AND BORDEAUX.
ON WEDNESDAY, the 18th May, 1892, at NOON, the Company's Steamship "MELBOURNE," Commandant Vimont, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.
Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M.; Specie and Parcels until 3 P.M., on the 17th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th May, 1892. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
GAELIC ..... SATURDAY ... May 21
BELGIC ..... TUESDAY ..... June 14
OCEANIC ..... THURSDAY ... July 7

THE Steamship "GAELIC" will be dispatched for SAN FRANCISCO, *via* YOKOHAMA, on SATURDAY, MAY 21st, at ONE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
RATES OF PASSAGE.
FROM HONGKONG. FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. } $225.00
To Liverpool and London $325.00
To Paris and Bremen $345.00
To Havre and Hamburg $335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months $337.50
12 " $393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 29th April, 1892. [4

FOR NEW YORK.
THE 3/3 A. H. American Ship
"STERLING,"
Goodwin, Master, will load here and will have quick despatch.
For Freight apply to
REUTER, BROCKELMANN & CO.
Hongkong, 30th April, 1892. [1001

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship
"BAYERN,"
Captain H. Engelbart, will leave for the above place about 24 hours after arrival with the outward German Mail.
For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th May, 1892. [7

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient inducement offers.
THE P. & O. S. N. Co.'s Steamship
"LOMBARDY,"
Captain F. J. Cole, will leave for the above Places on FRIDAY, the 13th inst., at NOON.
H. H. JOSEPH,
Superintendent.
Hongkong, 4th May, 1892. [1035

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"ANCONA,"
Captain W. D. Madie, will leave for the above Places on SATURDAY, the 14th inst., at DAYLIGHT.
H. H. JOSEPH,
Superintendent.
Hongkong, 3rd May, 1892. [1

PORTLAND LINE OF STEAMERS.
FOR HONOLULU, VICTORIA, B.C., AND PORTLAND (OREGON) VIA JAPAN PORTS.
(Taking through Cargo to PACIFIC COAST PORTS, also to INLAND and ATLANTIC CITIES, connecting at PORTLAND with the OREGON RAILWAY AND NAVIGATION COMPANY, and UNION PACIFIC RAILWAYS.)
THE Steamship
"ZAMBESI,"
Captain Edwards, will be despatched as above on TUESDAY, the 17th inst., at 1 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th May, 1892. [1047

NIPPON YUSEN KAISHA.
FOR KOBE AND YOKOHAMA.
THE Company's Steamship
"HIROSHIMA MARU,"
Captain J. B. Pyne, will be despatched for the above Ports on TUESDAY, the 17th inst.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 6th May, 1892. [1051

"SHIRE" LINE OF STEAMERS.
FOR SINGAPORE, HAVRE, LONDON, HAMBURG, AND ANTWERP.
THE Steamship
"BRECONSHIRE,"
Captain Jackson, will be despatched as above on or about WEDNESDAY, the 18th May.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 27th April, 1892. [825

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"PORT ADELAIDE,"
Jamieson, Commander, will sail on or about THURSDAY, the 19th inst., instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 7th May, 1892. [1000

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID